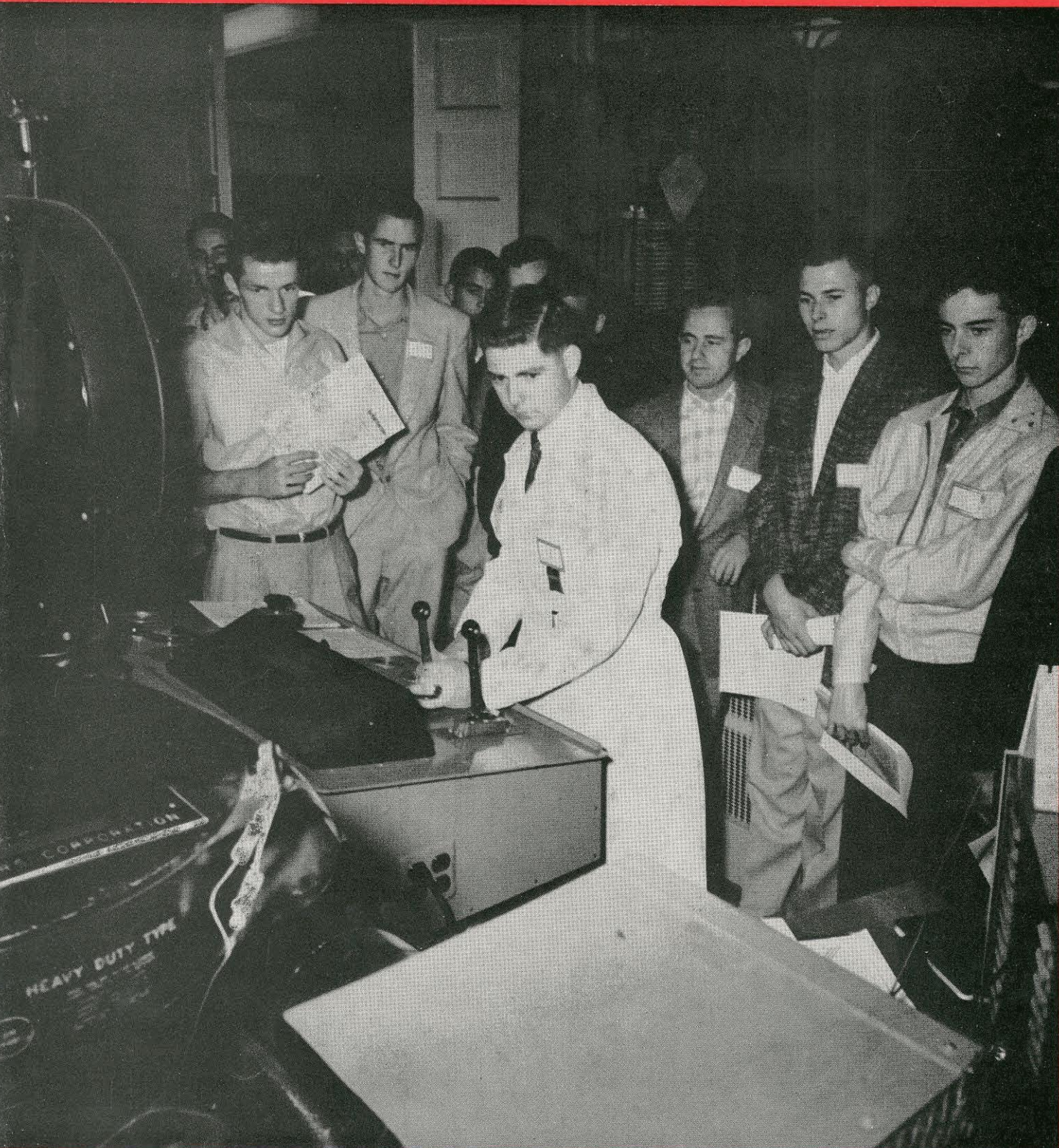


# ENGINEERING | AND | SCIENCE

DECEMBER/1956



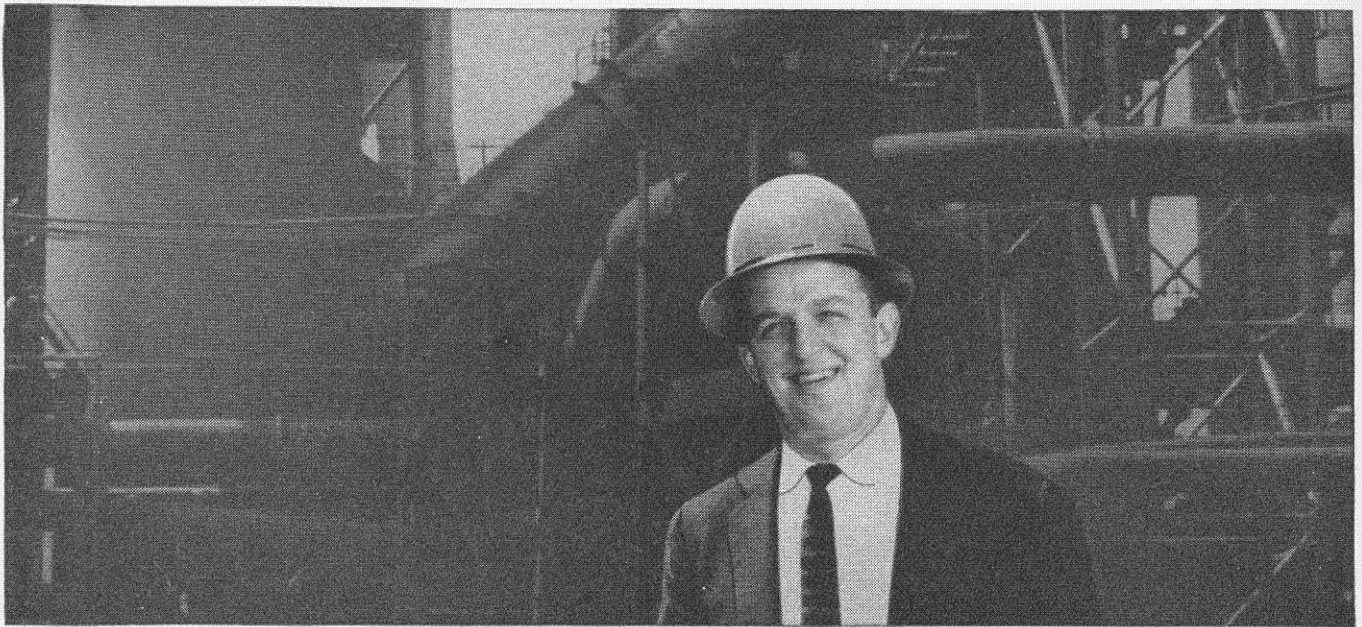
*Students' Day . . . page 48*

PUBLISHED AT THE CALIFORNIA INSTITUTE OF TECHNOLOGY



**Thomas A. Beattie, class of '47,**  
speaks from experience when he says:

**“At U. S. Steel one has a great amount  
of varied experiences.  
There is truly never a dull moment.”**



After receiving his B.S. in Mechanical Engineering in 1947, Mr. Beattie entered the employ of U. S. Steel as a student engineer. That was on September 22, 1947, and included service in the United States Navy from 1943 to 1946.

Mr. Beattie's progress from that date onward is typical of that of many engineering graduates who plan their future with U. S. Steel. For, within two years, we find Mr. Beattie advanced to the position of Process Engineer, Maintenance Department. Then on April 16, 1951, he was promoted to Relief Foreman, Shops, Maintenance Department. On March 1, 1952, he was made Turn Foreman, Blooming and Bar Mills, Mechanical Maintenance Department. And on January 1, 1955, he was promoted to his present post of Assistant Superintendent, Maintenance Department, of U. S. Steel's National Tube Division's National Works.

In this position, Mr. Beattie's responsibilities are numerous. They include the Service Power House and Skelp Mill area; maintenance of four blast furnaces and blast furnace auxiliaries, plus a sintering plant; maintenance of two blooming mills and soaking pits; maintenance of one bar mill; maintenance of three Bessemer converters, three open hearth furnaces, three open hearth auxiliaries, and seventy overhead cranes ranging from two to 200 tons. He supervises 680 men.

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"When men go to the moon and planets, electronically-controlled skycraft will take them there. Aviation maps will be studded with stars as well as with cities. New developments in aeronautics will go on and on. Success opportunities and careers will continue to develop for ambitious young men in this exciting field where a new era is beginning."\*

LEE De FOREST

Appropriately qualified to speak for aeronautics and other fields in which his own scientific achievements play an important part, Dr. Lee de Forest gives helpful counsel to young graduates headed for successful, rewarding careers.

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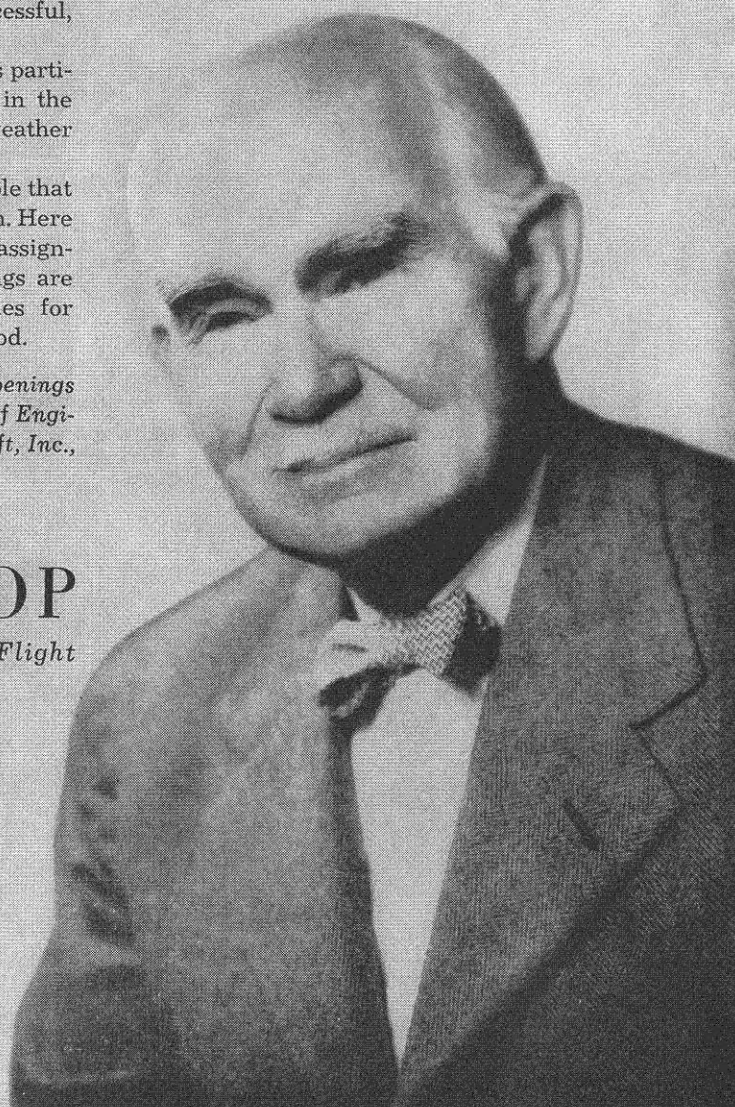
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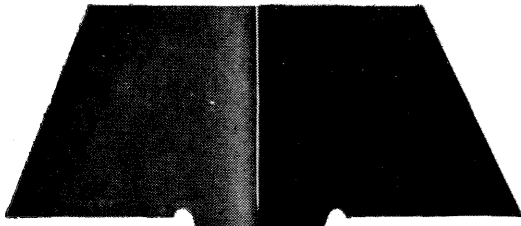


*Pioneers in All Weather and Pilotless Flight*

*\*A statement by  
Dr. Lee de Forest,  
pioneer in radio.*







## GUIDED MISSILE

### RESEARCH and DEVELOPMENT

A major guided missile research and development program has several significant characteristics that are of particular interest to the scientist and engineer.

First, it requires concurrent development work in a number of different technical areas such as guidance and control, aerodynamics, structures, propulsion and warhead. Each of these large areas in turn contains a wide variety of specialized technical activities. As an example, digital computer projects in the guidance and control area involve logical design, circuit design, programming, data conversion and handling, component and system reliability, input-output design, and environmental and mechanical design.

A second characteristic is frequently the requirement for important state-of-the-art advances in several of the technical areas. For instance, the supersonic airframe needed for a new missile may necessitate not only novel theoretical calculations, but also the design and performance of new kinds of experiments.

A third characteristic of missile development work is that such close interrelationships exist among the various technical areas that the entire project must be treated as a single, indivisible entity. For example, what is done in the guidance portion of the system can affect directly what must be done in the propulsion and airframe portions of the system, and vice versa.

These characteristics make it clear why such work must be organized around strong teams of scientists and engineers. Further, for such teams to realize their full potential, they must be headed by competent scientists and engineers to provide the proper technical management. And finally, all aspects of the organization and its procedures must be tailored carefully to maximize the effectiveness of the technical people.

Principles such as these have guided The Ramo-Wooldridge Corporation in carrying out its responsibility for overall systems engineering and technical direction for the Air Force Intercontinental and Intermediate Range Ballistic Missiles. These major programs are characterized by their importance to the national welfare and by the high degree of challenge they offer to the qualified engineer and scientist.

*Openings exist for  
scientists and engineers  
in these fields of  
current activity:*

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Communications Systems  
Automation and Data Processing  
Digital Computers and Control Systems  
Airborne Electronic and Control Systems

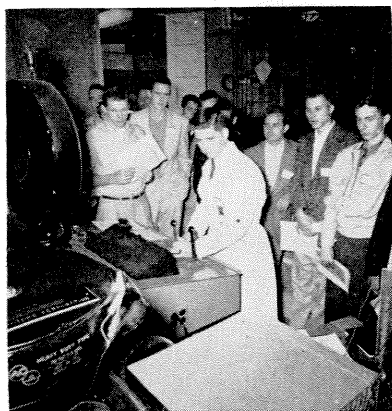
## The Ramo-Wooldridge Corporation

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# ENGINEERING AND SCIENCE

## IN THIS ISSUE



On our cover this month—a picture of one of the colorful demonstrations set up by Caltech students for the edification of the hundreds of high school students who swarmed onto the Caltech campus for the annual Students' Day held this year on Saturday, December 1.

In our cover picture, Jon Harford, a senior in mechanical engineering, is demonstrating how research is conducted on a high compression test engine in the mechanical engineering laboratory.

For other views of Students' Day—see page 48.

Warren Weaver's article on page 27 of this issue has been extracted from a talk he gave at the Athenaeum on November 15, on the occasion of the dedication of Caltech's new Norman W. Church Laboratory of Chemical Biology.

Dr. Weaver, who is now vice president for the natural and medical sciences of the Rockefeller Foundation in New York, served as assistant professor of mathematics at Caltech from 1917 to 1920—when the school was known as Throop College. Which explains why Dr. Weaver calls his talk "Pasadena Revisited."

In 1917, as Dr. Weaver explains, this was a slightly different school. His salary at the time was \$1,800 a year—though the Weavers only paid \$17 a month rent for a cottage on Mentor Avenue. They couldn't afford a

CONTINUED ON PAGE 6

### PICTURE CREDITS

Cover David Groce '58  
pps. 16-23 Muriel and Thomas W. Harvey  
pps. 24, 25, 30 (top) Thomas W. Harvey  
pps. 30-31 Graphic Arts, Caltech  
p. 48 David Groce '58

DECEMBER, 1956

VOLUME XX

NUMBER 3

PUBLISHED AT THE CALIFORNIA INSTITUTE OF TECHNOLOGY

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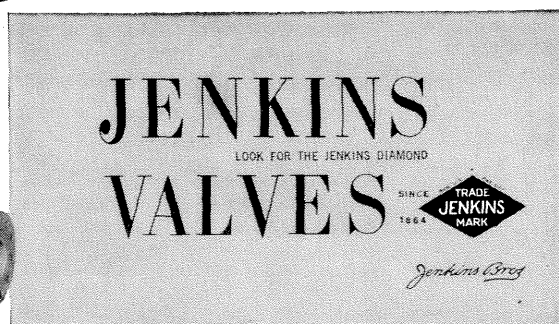
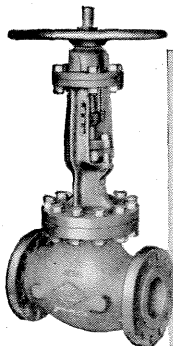
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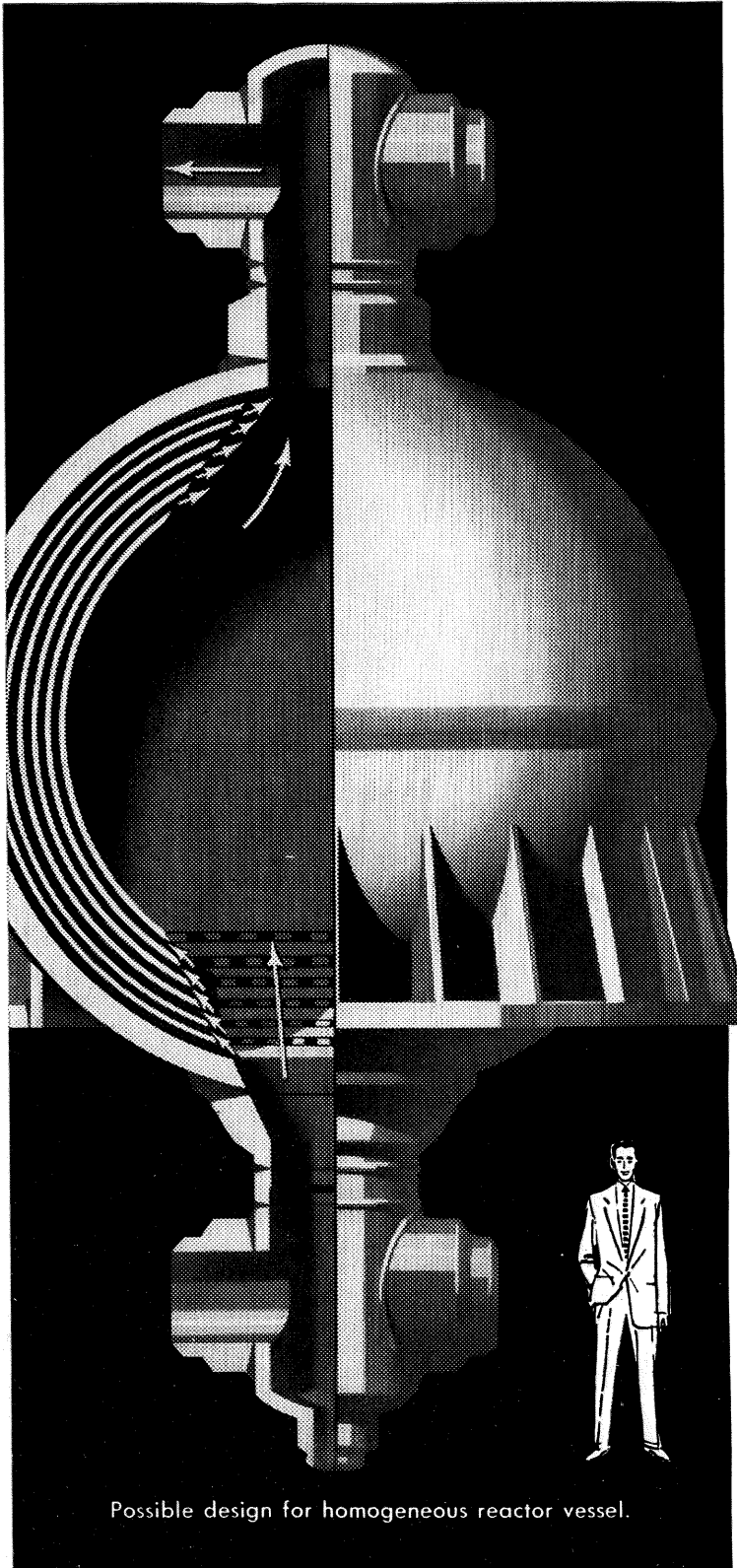
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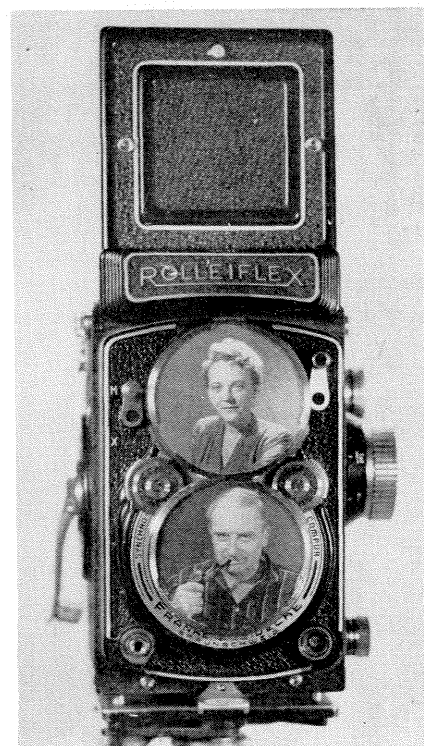
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## In This Issue . . . CONTINUED



*Muriel and Tom Harvey*

car, of course, but Dr. Millikan had one (known, for some reason as "Sir William") which could be—and was—borrowed fairly freely.

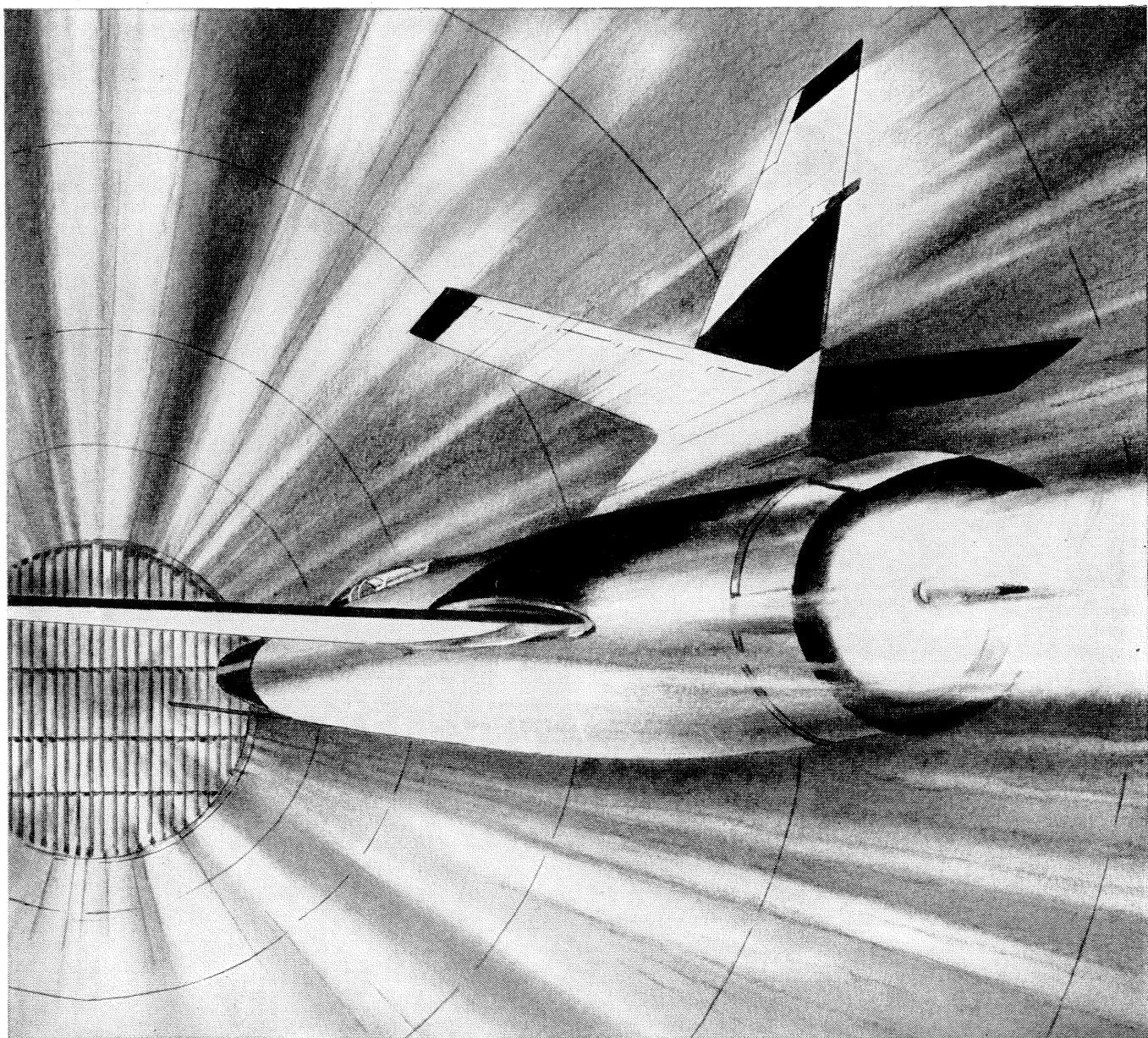
In his article Dr. Weaver not only revives some warm memories of the early days of the Institute, but traces the growing partnership between the physical sciences and the biological sciences—which has now been so firmly established in the new Church Laboratory.

When we say, on page 15, that Thomas W. Harvey took the impressive faculty portraits on pages 16 to 23, we are telling a half-truth, because some of the portraits—and only the Harveys know which—were taken by Tom's wife, Muriel.

Tom Harvey's interest in portrait photography goes back 25 years, when he was 14 years old. Muriel's dates, roughly, from the day, just a few years back, when her husband made her a present of a Rolleiflex. Tom now confesses that he expected his wife to have a brief romance with photography—and then to turn the camera over to him. Instead, Muriel developed a permanent attachment to photography and Tom had to buy himself another camera.

The Harveys have worked together on portrait photography ever since. To get a relaxed portrait they shoot a minimum of 24 exposures, in about 30 minutes. They can usually count on the first 12 being worthless because it takes this much time for most subjects to loosen up. Out of the 24 shots they usually get one or two worth printing—and some of these prints can be found on pages 16 to 22 of this issue.





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ACTUALLY, it's "Andy" Ashburn, Managing Editor of *American Machinist*. Andy holds a B.S.E. from the University of Michigan, and progressed with his magazine from Assistant Editor to Associate Special Projects Editor to Managing Editor since joining McGraw-Hill Publishing Company. Like most of the 485 full-time editors on the McGraw-Hill "team", Andy is an engineer *first*—a writer second. And unlike most engineering graduates his age, Andy is already near the top of his chosen field.

Ask him what he thinks about a writing career for engineers and he'll tell you this: "All through college, I was a staff member of *The Michigan Technic*, and editor as a senior. And I've never stopped being grateful for the decision I made to be an engineer-writer. I've learned more about what's going on . . . kept in touch with key developments in engineering throughout industry . . . thanks to that decision."

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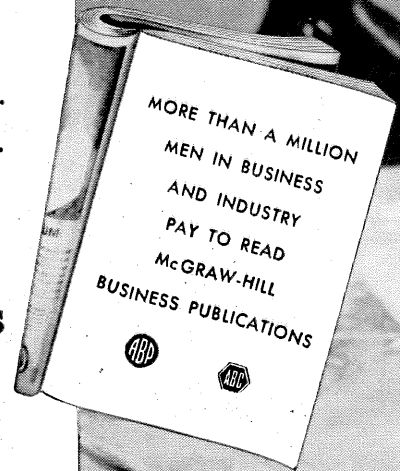
have a guarantee against boredom and stagnation—and a stimulating, rewarding career in your chosen field of engineering.

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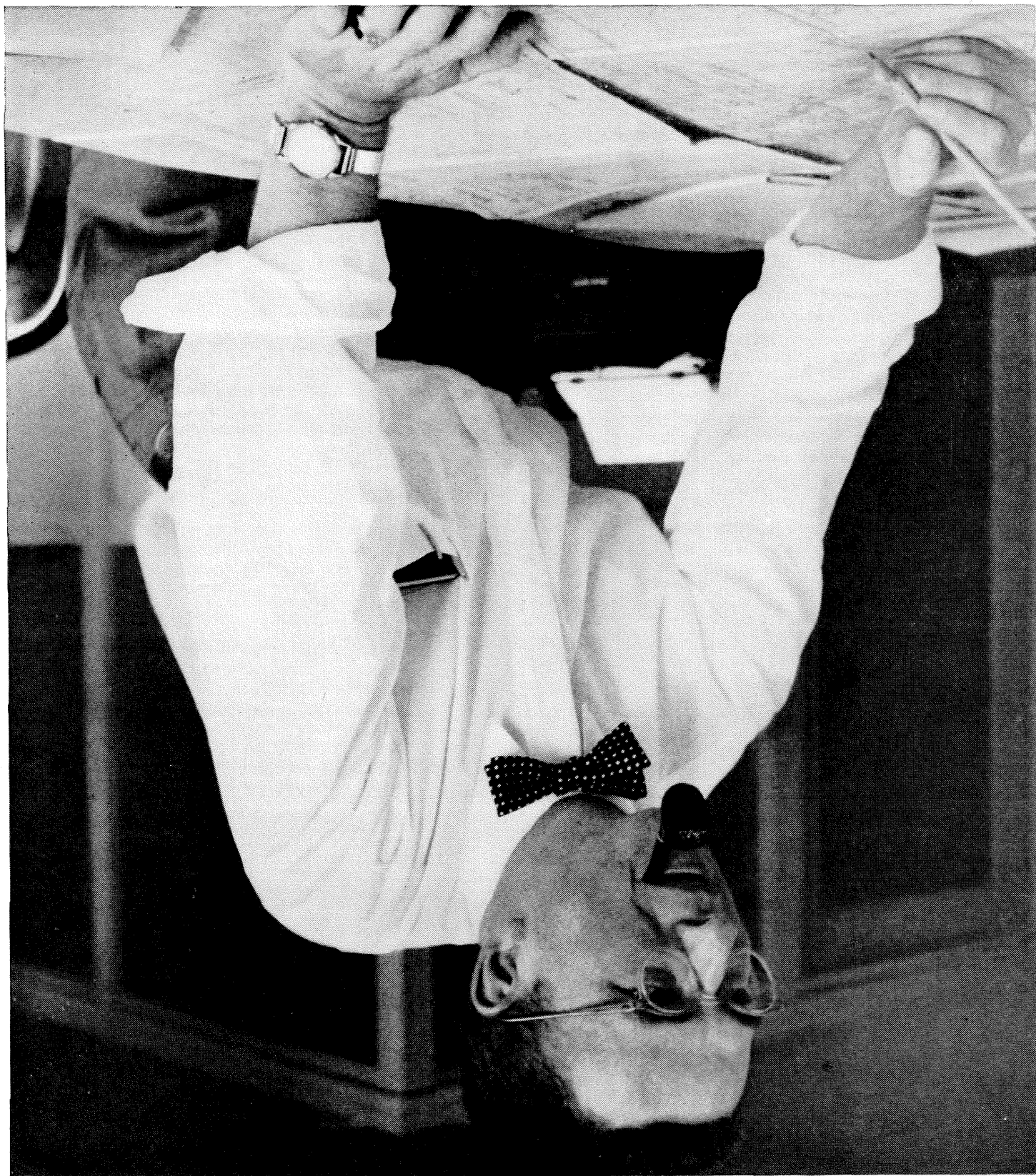
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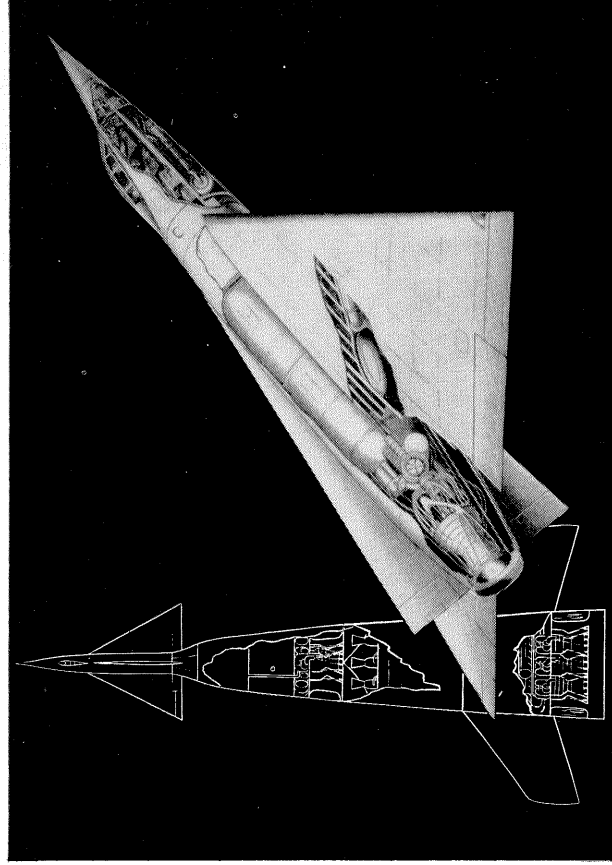






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## 3 stages to space

The designs that will make news tomorrow are still in the "bright idea" stage today—or perhaps projects under development like this three-stage, two-man space ship. Drawn by Fred L. Wolff for Martin Caidin's "Worlds in Space," the rocket craft would start out as shown in the reverse drawing at left, shed its propulsion boosters in two stages as fuel is exhausted, and end up as the trim plane-like ship at right. Ship is planned to orbit a hundred miles above earth, return safely after one to two days.

No one knows what ideas will flower into reality. But it will be important in the future, as it is now, to use the best of tools when pencil and paper translate a dream into a project. And then, as now, there will be no finer tool than Mars—sketch to working drawing.

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# BOOKS

## MEN AND MATERIALISM

by Fred Hoyle  
Harper & Brothers, N.Y. \$2.75

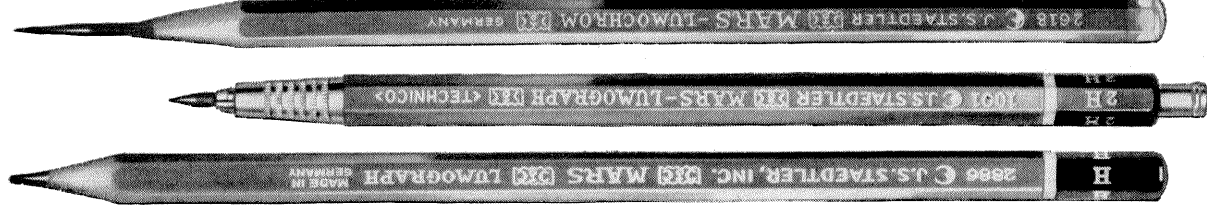
*Reviewed by Hunter Mead  
Professor of  
Philosophy and Psychology*

THIS SMALL volume is one of a well-intentioned series entitled "World Perspectives." Some eight or ten books in the series have already been published and another fifteen are announced.

Personally I found the book disappointing. Its subtitle, "A Commentary on Human Affairs," and the author's declaration in his opening chapters that the problems of modern civilization are too complex to be dealt with in such a small volume, necessarily rob the critic of much of his ammunition. However, the book can still be criticized on two grounds.

In the first place, it seems to me that Mr. Hoyle's handling of the enormously difficult problems facing modern man is not only brief, but cavalier and even casual. Again and again as I read the chapters I found myself saying, "Here is the boy scientist behaving in typical boy-scientist fashion: making the world over in his own rational image in less than one hundred and sixty pages." At first this seemed amusing; soon it became irritating. In short, I feel that Hoyle tried to cover far too much in such a small space, and then compounded his original mistake by covering it in a casual let's-make-the-world-over-some-weekend fashion. I feel a better subtitle for the book would have been, "Random Jottings on Human Affairs from the Desk of a Busy Scientist."

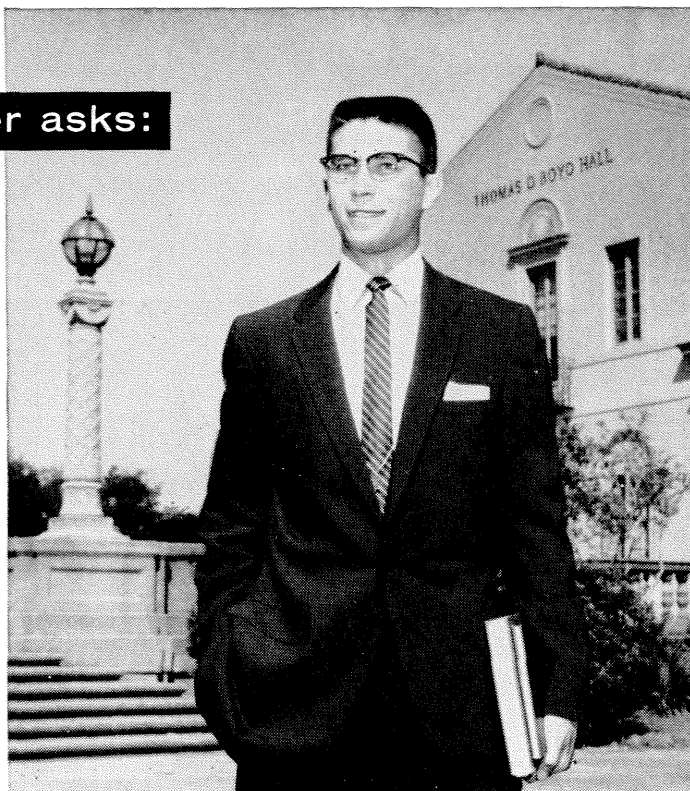
I feel Hoyle's second mistake was his attempt to adapt strictly technical terms to non-technical uses, thereby confusing the non-technical reader, and thereby giving readers who are completely at home in this terminology a false impression that the problems are as definite, well understood and soluble as most technical problems eventually become. One example will suffice. Hoyle states that the chief difficulty in understanding human behavior with any precision comes from the fact that "human behavior is controlled by an interlocking system of nonlinear feedback loops." He then gives a short para-



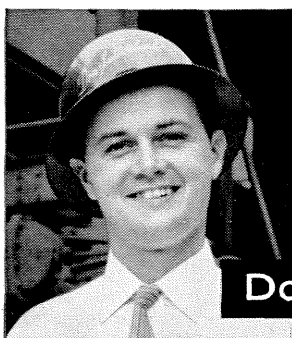


Oran Ritter asks:

Does Du Pont  
hire men who  
have definite  
military  
commitments?



**Oran A. Ritter, Jr.**, expects to receive his B.S. in chemical engineering from Louisiana State University in June 1957. He's now editor-in-chief of the "L.S.U. Engineer," local president of Tau Beta Pi, and senior member of the Honor Council of his university. Oran's question is on the minds of many men planning a technical career.



Don Sutherland answers:

**Donald G. Sutherland** graduated from Virginia Polytechnic Institute in 1953 with an M.S. degree in chemical engineering and an R.O.T.C. commission. He was hired by Du Pont's plant at Victoria, Texas. After two years in the service, Don returned to his career in engineering, and is now doing plant-assistance work in the technical section at Victoria.

**Y**ES, Oran, we certainly do! We've employed quite a number of college graduates with definite military commitments, even when we knew they could work no more than a few weeks before reporting for duty. Take my own case. I was hired in November of 1953 and worked for only four weeks before leaving for the Army. Two years later I returned to Du Pont.

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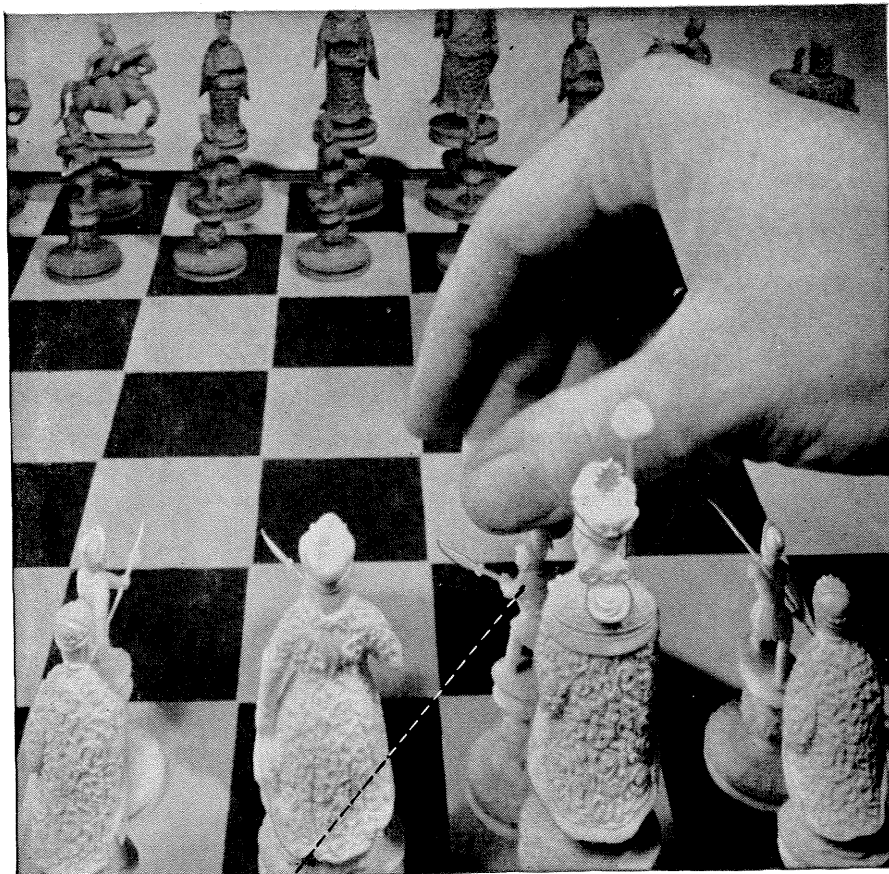
month's salary. When he's entitled to a vacation but doesn't have time to take it before leaving, Du Pont gives him equivalent pay instead.

Even if present employment is impossible, Oran, we definitely recommend your talking with Du Pont's representatives as well as those of other companies. The very least you'll gain will be valuable background and some contacts of real benefit to you when you leave military service.

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# MOTOROLA

## Letters . . . CONTINUED

graph, consisting mostly of an analogy drawn from the stock market, explaining what he means by "linear" and "nonlinear" and "feedback." After this extremely brief (and to my mind, inadequate) explanation of these technical terms, he uses them freely throughout many sections of the book. Now to a technically trained person who has never seen the relation between human behavior and feedback systems, this might be helpful. But this book was intended for laymen, not technicians, and I am certain Hoyle confuses more readers than he ever enlightens by utilizing this misplaced technical vocabulary. It may be quite exact to describe human behavior as controlled by an interlocking system of nonlinear feedback loops, but the statement is not helpful to most of the persons for whom the book was supposedly written.

To my mind the best thing in the book is the author's frank acceptance of materialism, which he defines very well along these lines: "The essence of materialism lies in its refusal to separate Man and his environment into the mutually exclusive categories of 'spiritual' and 'material'." This statement comes on the first page and looks promising of some good discussion. But on page two we come to those nonlinear feedback loops, and most readers will find themselves tangled therein for the remaining hundred and fifty pages.

*Fred Hoyle, lecturer in mathematics at Cambridge University, is now at Caltech as visiting professor of astronomy.*

## ELEMENTS OF PURE AND APPLIED MATHEMATICS

by Harry Lass

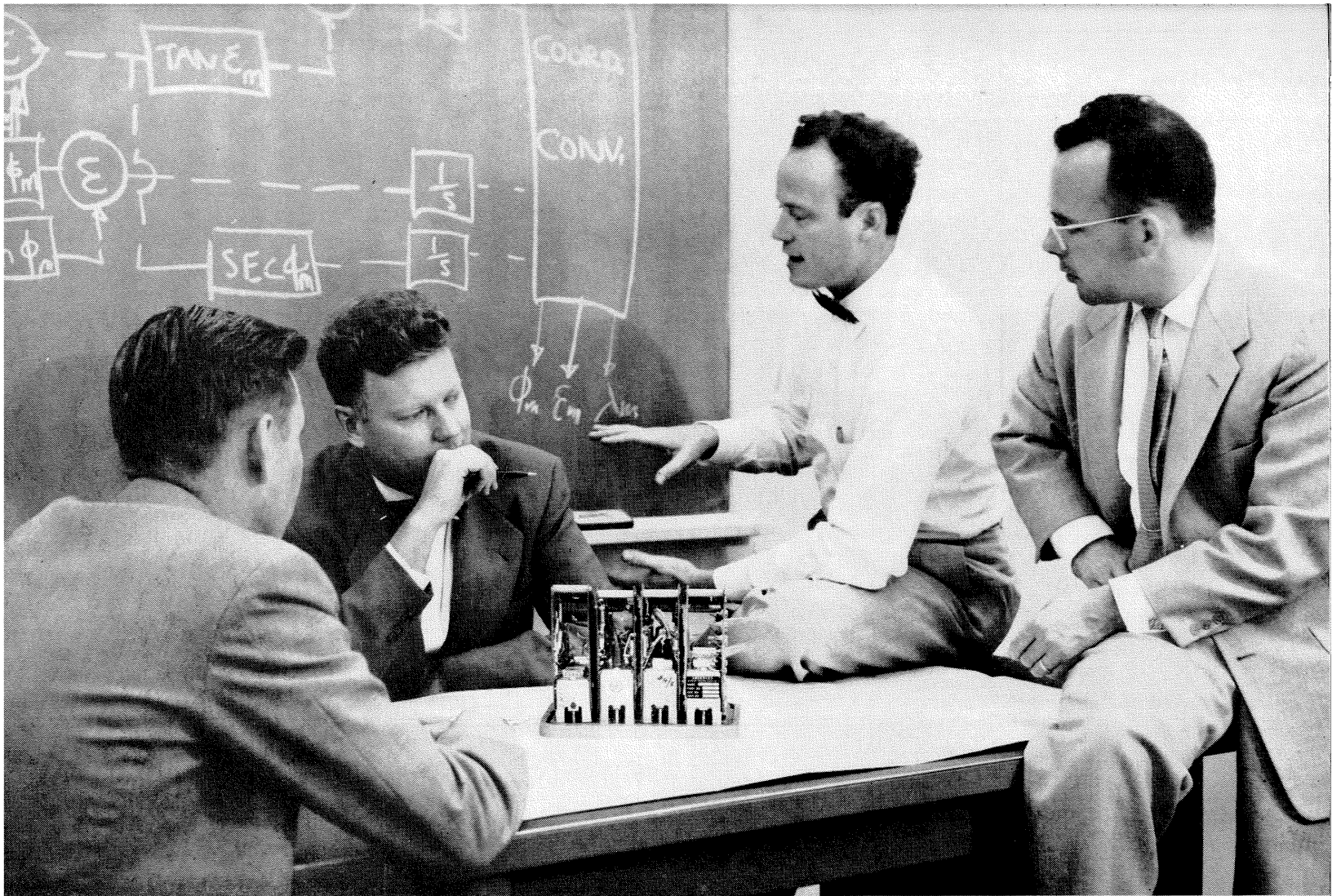
McGraw-Hill, N.Y.

\$7.50

THIS WORK is intended as a reference book for all readers and a text for upper-division undergraduate courses for physical science, engineering, and math majors. There is a short treatment of nonlinear mechanics and game theory, a chapter on group theory and algebraic equations, and material on vector and tensor analysis, probability theory and statistics, as well as a treatment of orthogonal polynomials. Dr. Lass, who received his PhD from Caltech in 1948, is a research specialist at Caltech's Jet Propulsion Laboratory.

ENGINEERING AND SCIENCE





G. D. Schott (second from left), Flight Controls Dept. Head, discusses new techniques in the mechanization of autopilots with R. D. Wertz (left), Flight Controls Research Engineer; R. J. Niewald, Flight Controls Analysis Section Head, and B. C. Axley, Servomechanisms Analysis Group Engineer.

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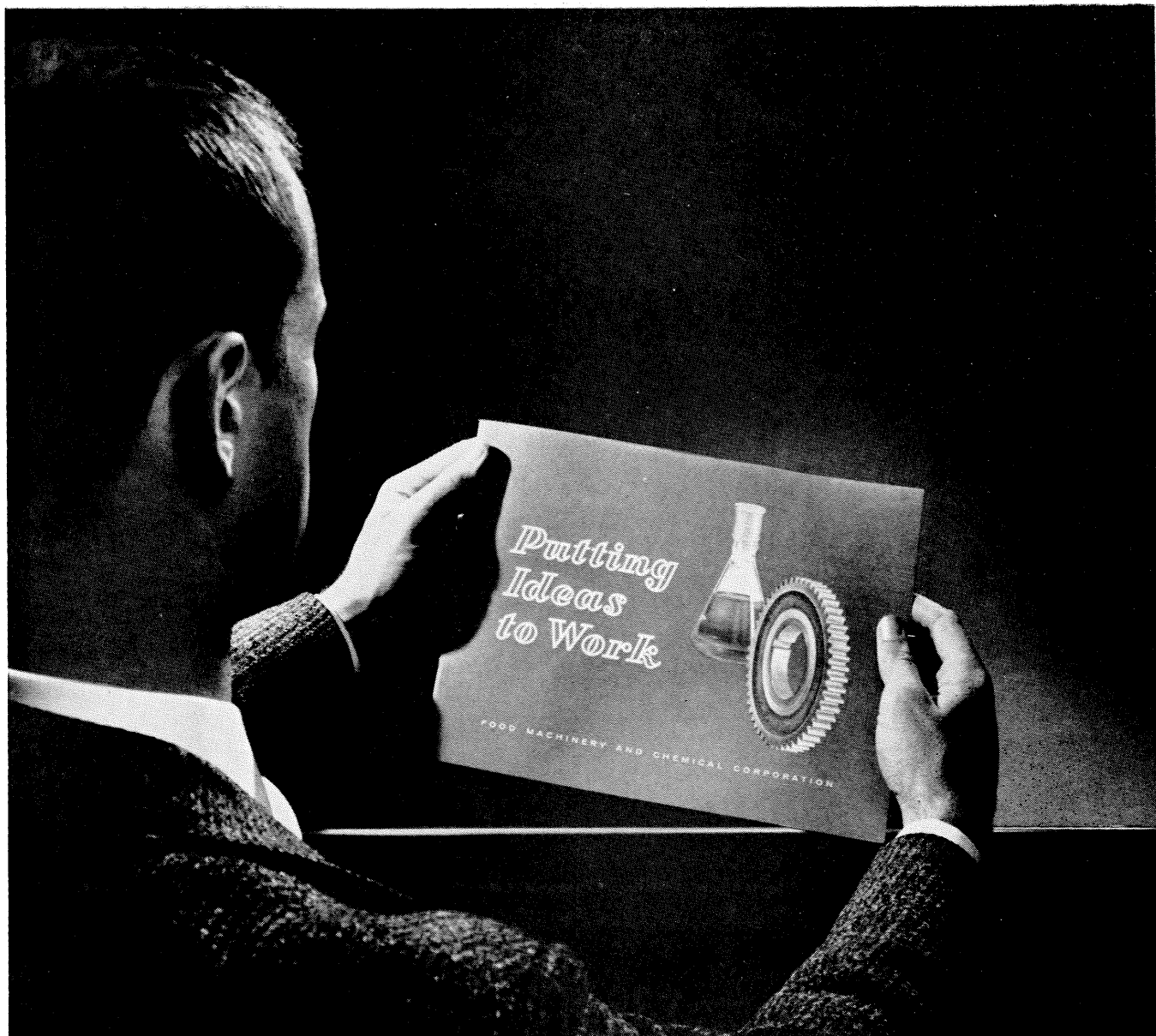
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ENGINEERING AND SCIENCE

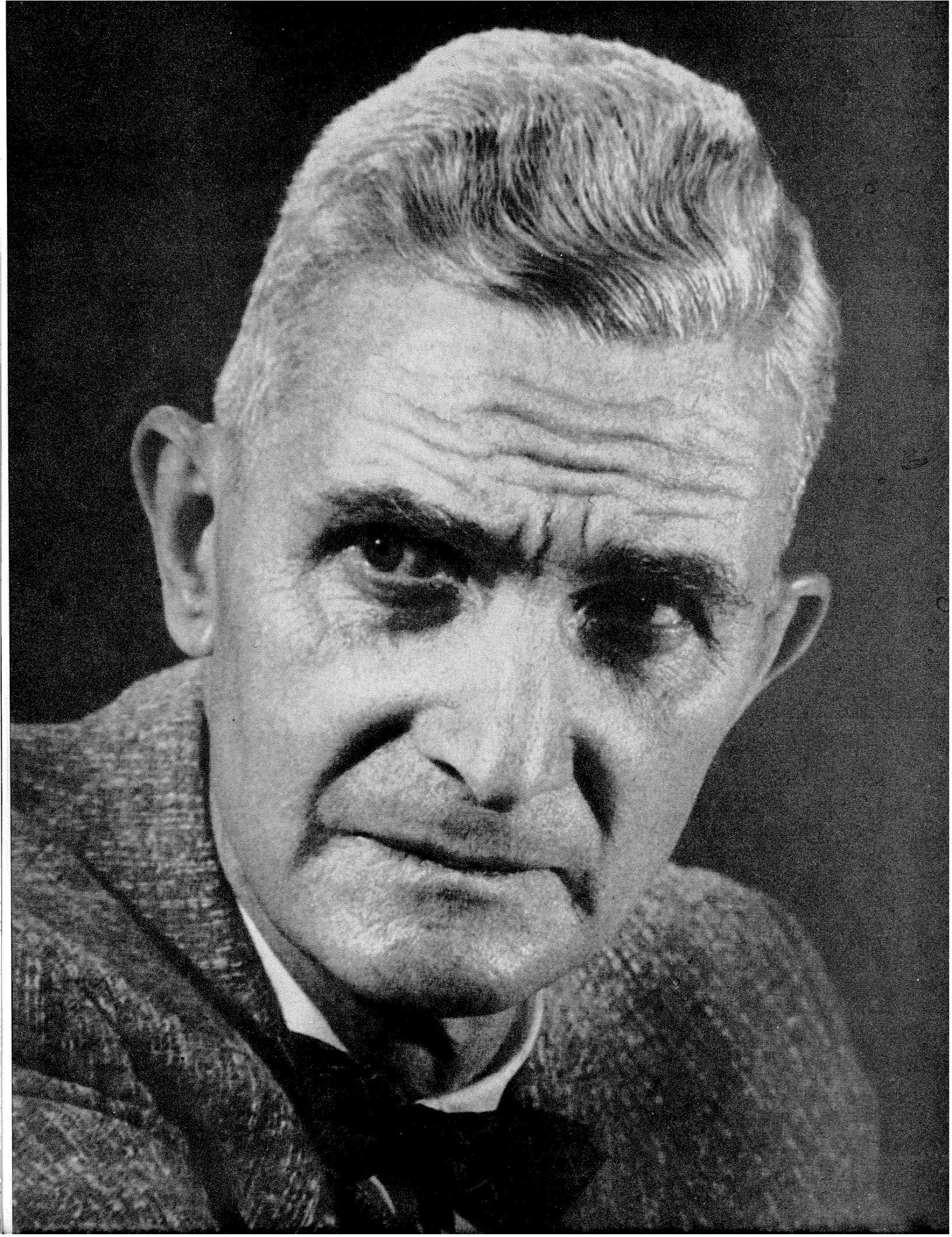


# A PORTFOLIO OF FACULTY PORTRAITS

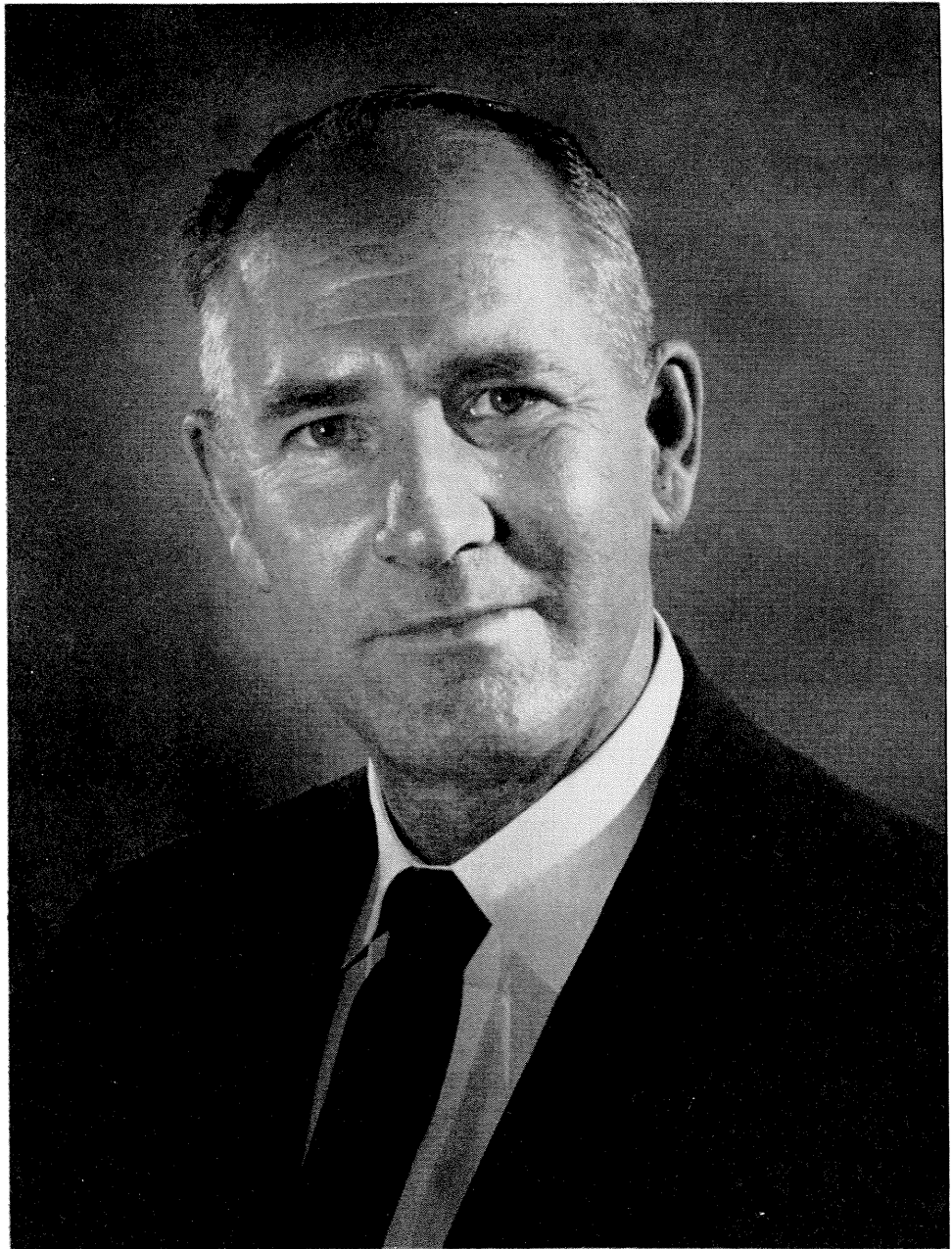
by THOMAS W. HARVEY

**T**HE PHOTOGRAPHS on the next eight pages were taken by Thomas W. Harvey, administrative assistant of physics at Caltech. Among other things, Tom Harvey runs the physics stockroom (more commonly known as "Harvey's Dime Store") and, in the course of a normal year, can produce enough miscellaneous equipment to set up approximately 300 laboratory experiments for freshmen and sophomore classes and for the renowned Friday Evening Demonstration Lectures.

After hours, Tom Harvey is a photographer. He's been one for 25 years, since he was 14, and his chief photographic interest has always been in portraits—in trying to record, as honestly as possible, the character in a face. Since he came to Caltech in 1947, faculty members have been some of Tom Harvey's favorite subjects. Some of the favorite faces in his collection are on the following pages.

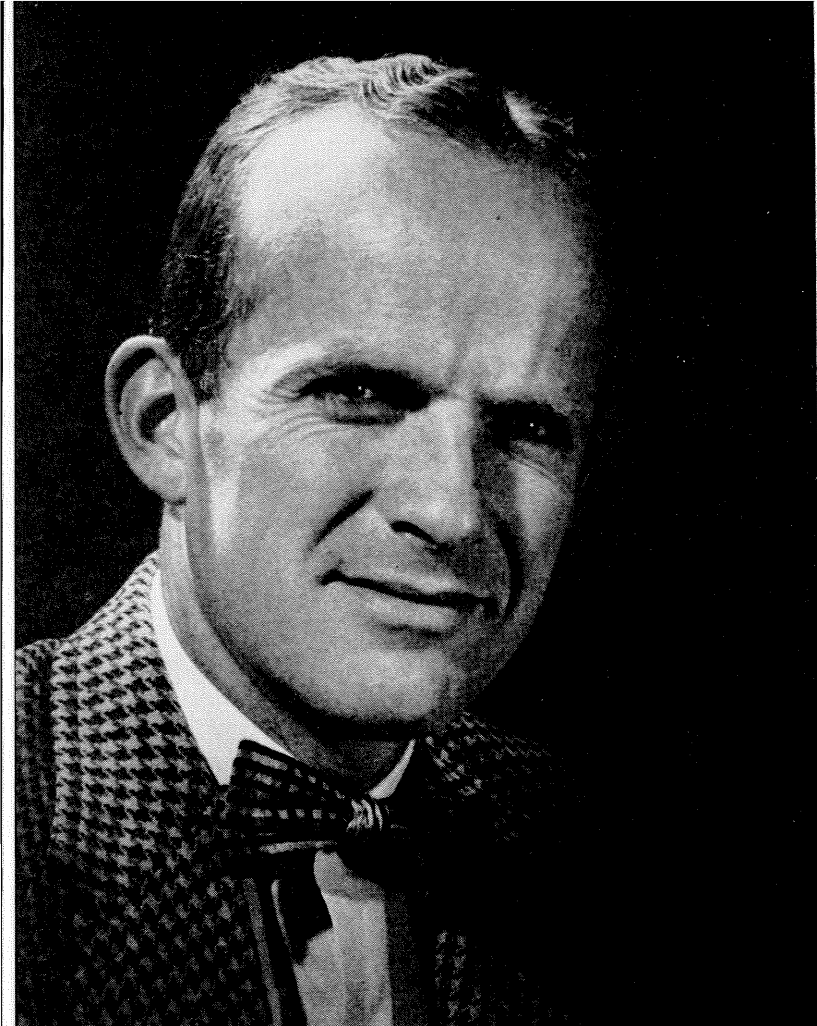






*George W. Beadle, professor of biology, and chairman of the biology division*

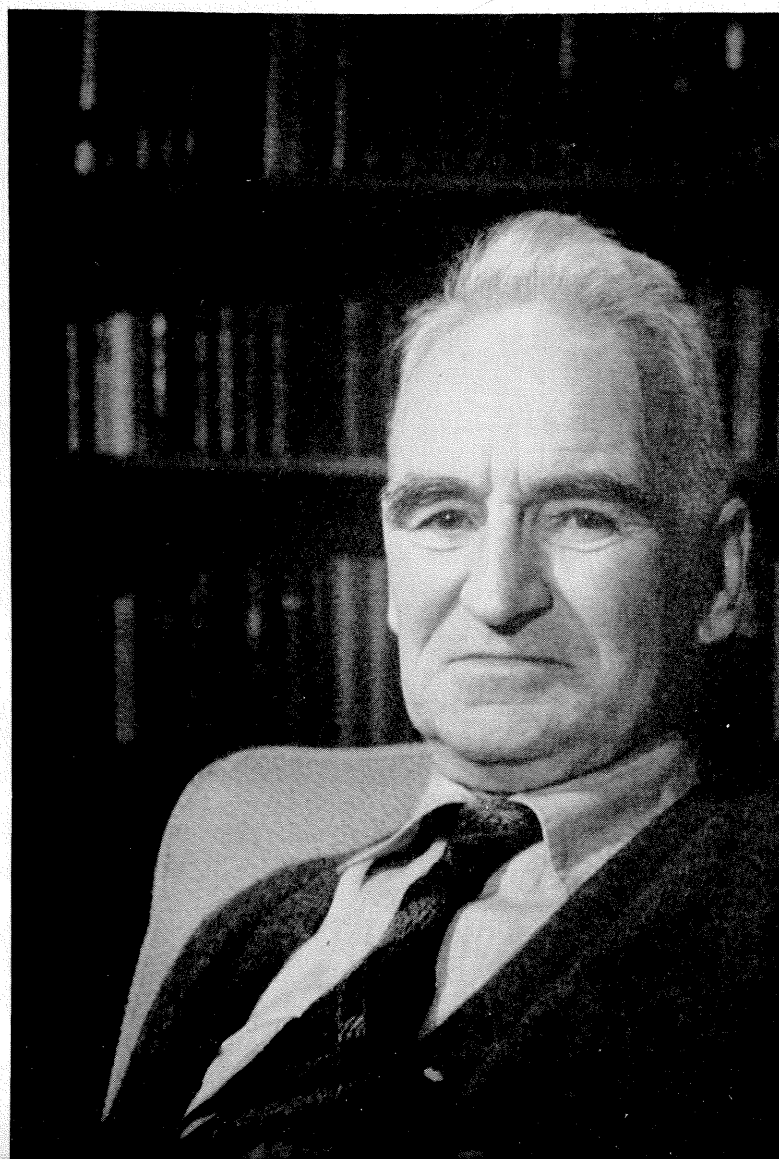
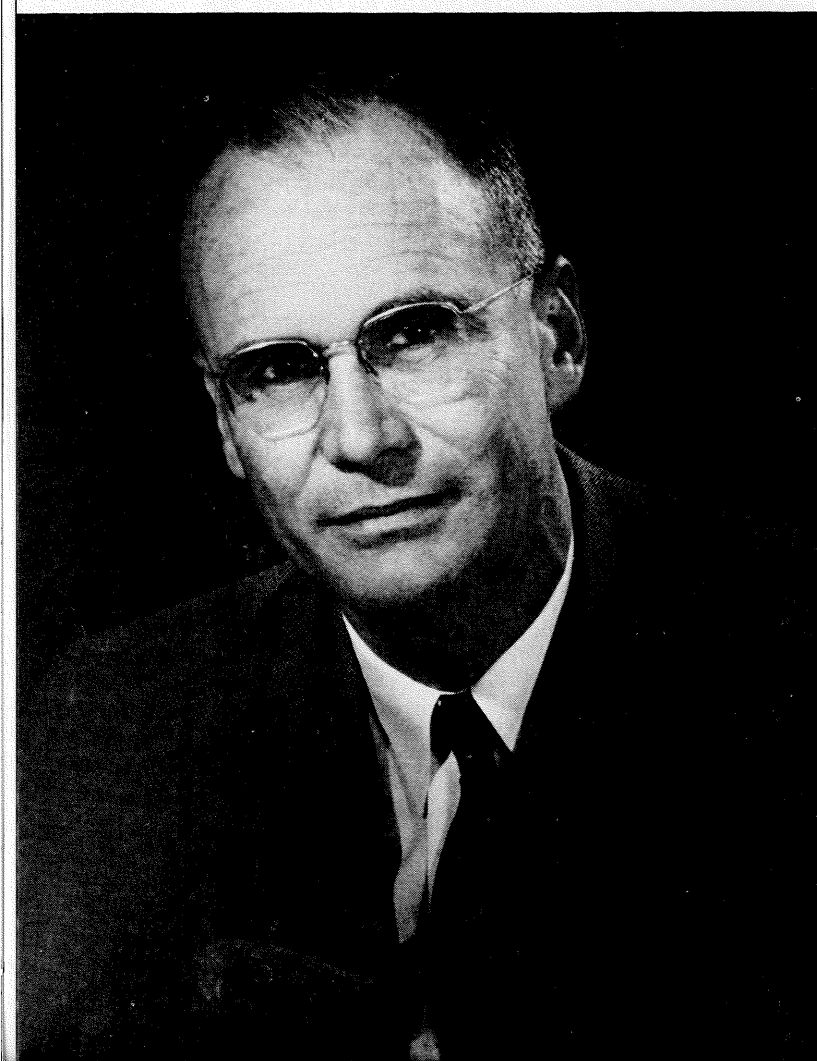
*William R. Smythe, professor of physics*



*Gunnar Bergman,  
assistant professor of chemistry  
and mechanical engineering*

*Robert B. King,  
professor of physics*

*Eric T. Bell,  
professor of mathematics, emeritus*

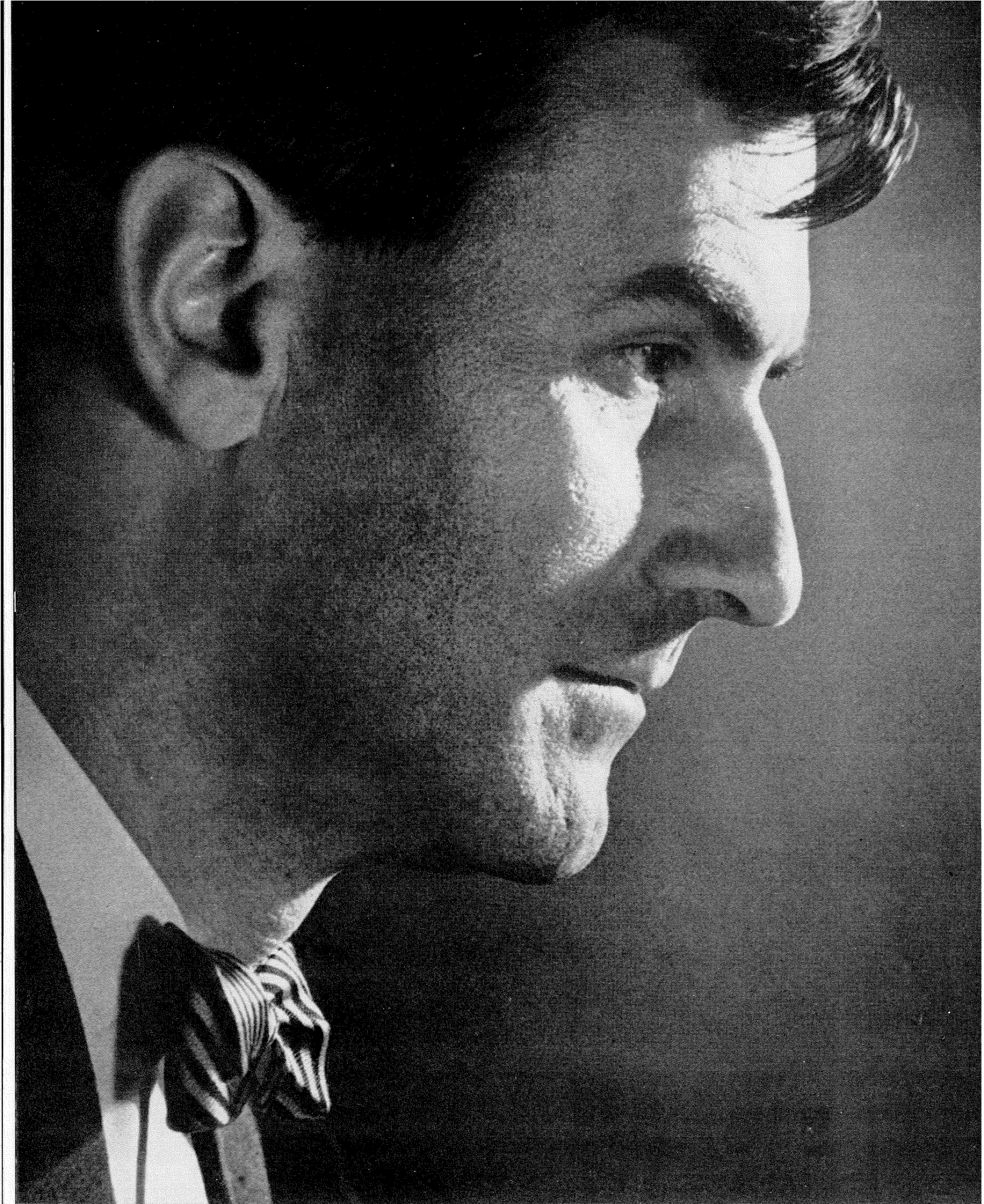






*Harvey A. Eagleson, professor of English*

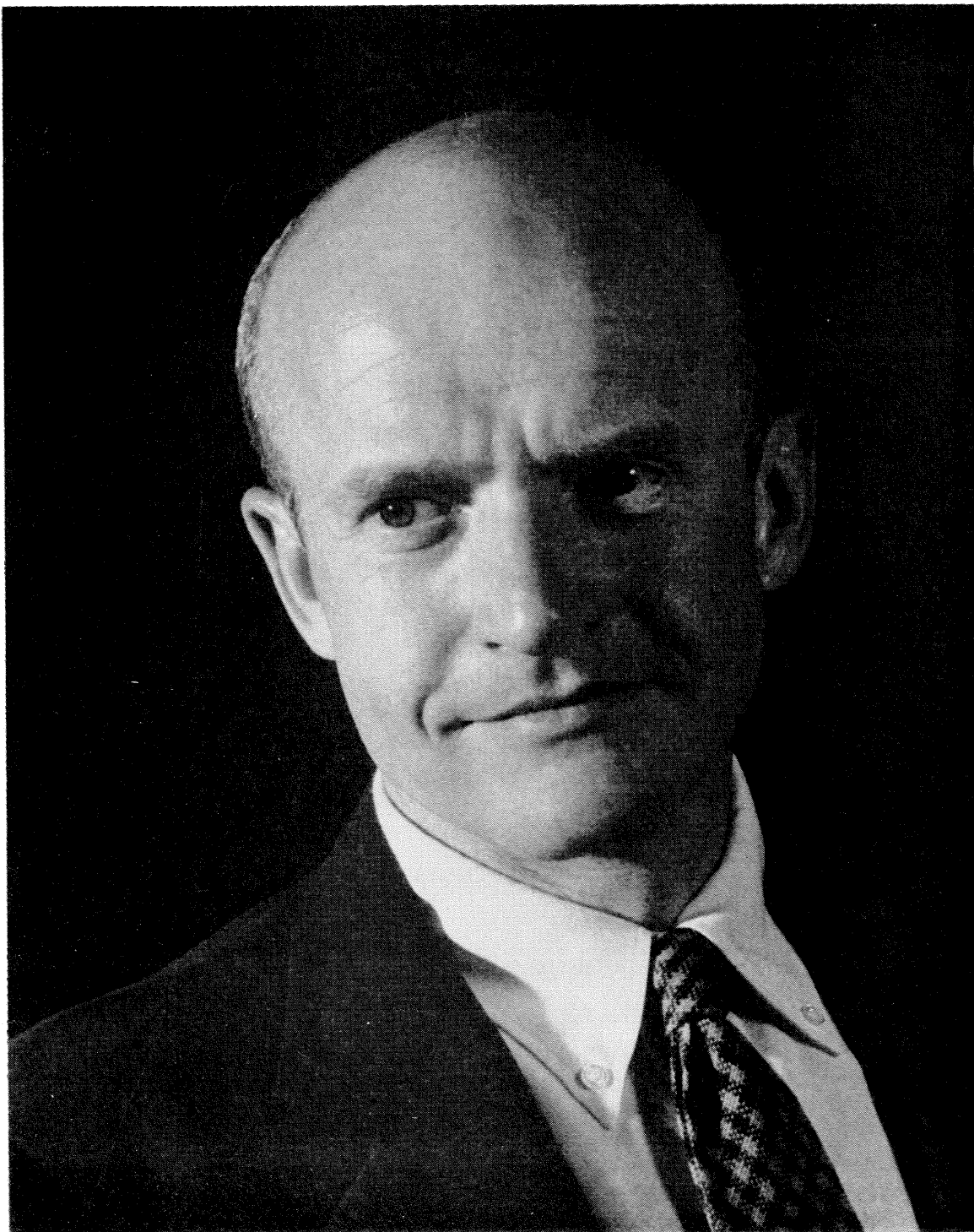




*Peter Kyropoulos, associate professor of mechanical engineering*



*James C. Davies, associate professor of political science*



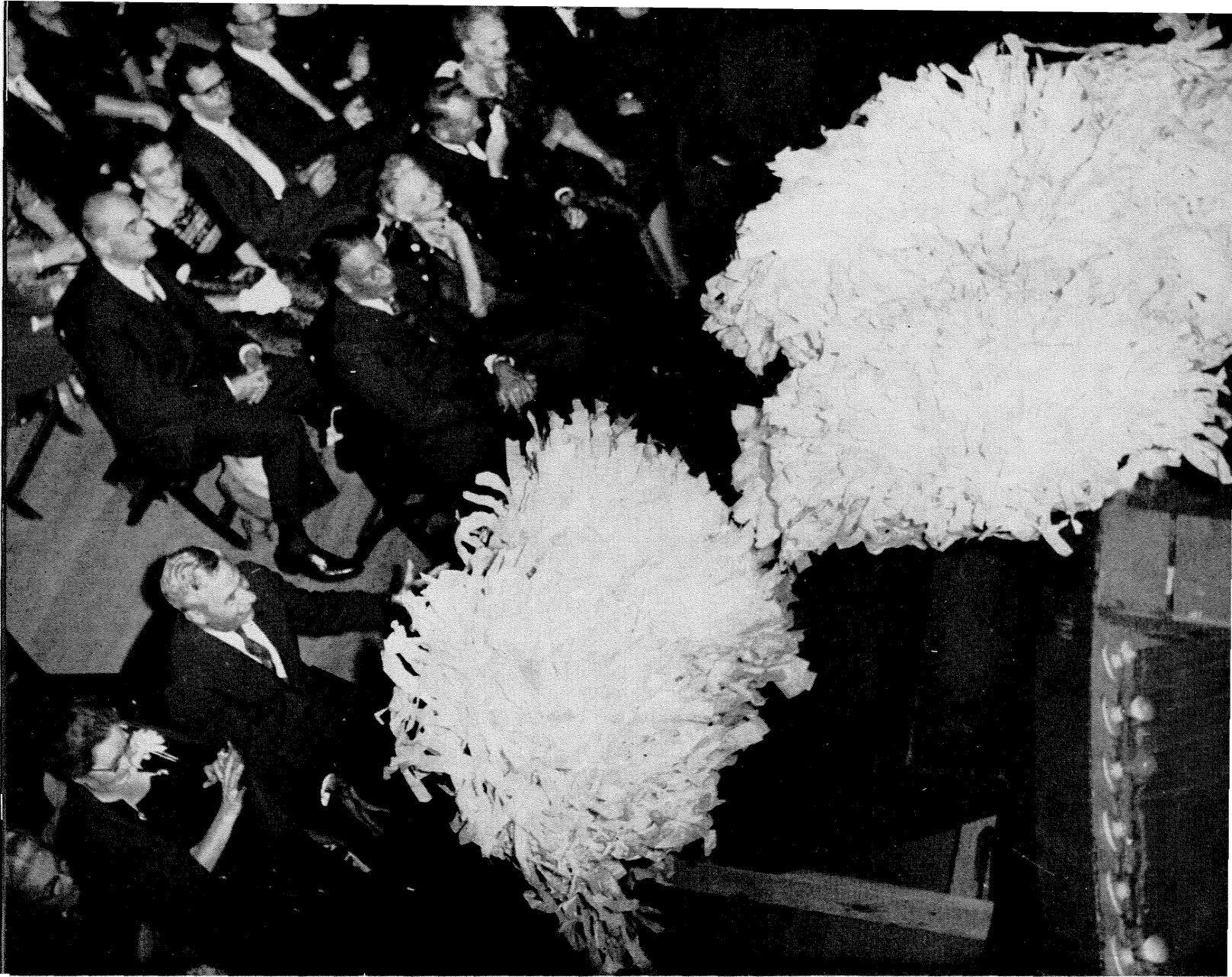


*Richard H. Jahns, professor of geology*





*Richard P. Feynman, professor of theoretical physics*



*President and Mrs. DuBridge receive a volley of pom-poms from Culbertson stage at tenth anniversary celebration*

## THE MONTH AT CALTECH

### Anniversary

DR. L. A. DUBRIDGE celebrated his tenth anniversary as president of Caltech this month, and the faculty and trustees of the Institute honored him at a dinner in the Athenaeum on December 7.

The anniversary celebration included brief tributes to President DuBridge by Albert Ruddock, chairman of the board of trustees, and by Dr. Robert Bacher, chairman of the division of physics. Dr. Clark Millikan, professor of aeronautics and director of the Guggenheim Aeronautical Laboratory, was master of ceremonies during the evening, and faculty members presented a musical skit, "Who Is This Guy DuBridge?"

One of the high points of the anniversary occasion

was a telegram received by President DuBridge, which read:

"Please give my greetings to the students, faculty and the Board of Trustees of the California Institute of Technology on the occasion of the tenth anniversary of the administration of their president, Dr. Lee Alvin DuBridge, scientist, educator and public servant. Dr. DuBridge has contributed repeatedly and significantly to the strength of the nation. I join his friends in wishing him many more years of service to his countrymen. Best wishes to you all."

(signed) Dwight D. Eisenhower

On January 12 Mr. and Mrs. DuBridge will leave Pasadena for a trip around the world, to visit universi-



ties, engineering schools and scientific research centers under the auspices of the Ford Foundation.

The chief purpose of the trip is to exchange ideas with scientists and educators, principally in the countries of Southeast Asia, and to report to the Ford Foundation on the various activities in which they are interested or are supporting.

After brief stops in Honolulu and Manila, the DuBridges will spend about ten days in Indonesia, then ten days in Burma, slightly over three weeks in India, and two weeks in West Pakistan. The visits to the Middle Eastern countries will be determined by conditions which exist there at the time of their arrival. It is expected, however, that they will spend two days in Teheran, a few days in Beirut, Lebanon, and several days in Istanbul. From that point on, their trip will be occupied by vacation and sightseeing in Greece and Italy. They will return home on the Queen Mary, leaving Cherbourg on April 18, and will be back in Pasadena on April 25.

### New Appointments

WILLIAM H. CORCORAN, associate professor of chemical engineering, and NORMAN H. DAVIDSON, associate professor of chemistry, have now received appointments as professors at the Institute.

Dr. Corcoran, whose appointment will become effective on January 1, has been on the Institute staff since 1953. He received his BS from Caltech in 1941 and his MS in 1942, then joined the research staff of the Cutter Laboratories in Berkeley. In 1943 he returned to Caltech to serve as development engineer on the rocket development program. After the war he resumed his graduate studies at the Institute, and was awarded a National Research Council fellowship. In 1948 he was one of the first men to receive a PhD degree with a major in chemi-



*Mutual congratulation society—Elliott Davis, who wrote music for anniversary skit, and the DuBridges.*

cal engineering. From 1948 until he joined the Caltech faculty in 1953, he served as head of the Cutter Laboratories' technical development division.

Dr. Davidson has been a member of the Caltech faculty since 1946. He was graduated from the University of Chicago in 1937, then spent two years at Oxford, as a Rhodes Scholar. He received a BSc at Oxford in 1938, and a PhD degree from the University of Chicago in 1941. He worked on the uranium separation project at Columbia University, then served as an instructor at the Illinois Institute of Technology before joining the staff of the University of Chicago plutonium project, where he remained until 1945. From 1945 to 1946 he worked at the RCA Laboratories in Princeton, N.J., on electron microscope research and studies of electron diffraction by solids.



*Faculty members and wives serenade the president on his tenth anniversary, during musical skit, "Who Is This Guy DuBridge?"*

At Caltech his research has mainly involved studies of the rates of very fast chemical reactions, and in 1954 he received the California Section Award of the American Chemical Society for this work.

Dr. Davidson's appointment as professor will become effective on July 1, when he returns to Caltech from a year's leave of absence as visiting professor of chemistry at Harvard University.

## Geographos

ON AUGUST 31, 1951, Dr. Albert G. Wilson and Dr. Rudolph Minkowski, staff members of the Mt. Wilson and Palomar Observatories, discovered a small new planet while they were working on the National Geographic Society-Palomar Observatory Sky Survey.

Now, after more than four years of checking, the planet's existence has been officially confirmed. Its discoverers have named it Geographos, after the National Geographic Society. Dr. Wilson is now director of the Lowell Observatory in Flagstaff, Arizona; Dr. Minkowski is still in overall-charge of the Sky Survey.

Small as it is (probably no more than a mile in diameter) Geographos is especially interesting to scientists because, with the exception of the moon, it comes closer to the earth than any other celestial object with a known orbit. In 1969 it will come within less than four million miles of us.

## Aid to Hungary

CALTECH UNDERGRADUATES last month donated \$1,000 to help Hungarian students who have fled to Austria to escape reprisal for their part in the Hungarian revolt against Russian domination. The gift, which will be administered by the World University Service, was voted at a meeting of the student body board of directors, and the action followed receipt of a cable from the general headquarters of the World University Service in Geneva,

Switzerland, appealing for funds to aid the students. The World University Service operates in conjunction with the International Red Cross and the International Rescue Commission.

After making their donation, the Caltech students contacted student body officers of other southern California colleges and universities to get their support for the project too.

## Honors and Awards

BRUCE H. SAGE, professor of chemical engineering, has been named the 1956 recipient of the American Rocket Society's C. N. Hickman Award for solid propellants advancement in the jet propulsion field. Dr. Sage was presented the award at the Society's eleventh annual meeting in New York on November 29.

Bruce Sage was graduated from Texas A & M College in 1929, and received his MS from Caltech in 1931, and his PhD in 1934. He has been associated with the Institute ever since. In 1945 he was made head of the explosives department of the Naval Ordnance Test Station at Inyokern, California, and since 1950 has been senior consultant for NOTS.

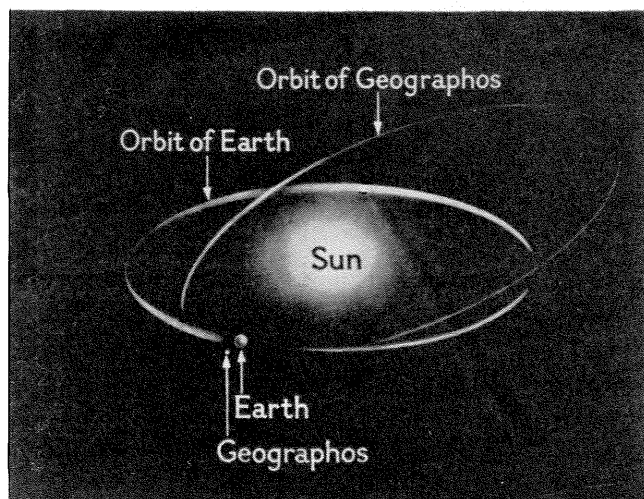
From 1941 to 1946 Dr. Sage served as a consultant to the Division of Rocket Ordnance of the National Defense Research Committee of the Office of Scientific Research and Development, and later as investigator and supervisor of the Propellant and Interior Ballistics Division of the National Defense Research Council's rocket program at Caltech.

He played an important role in the development of rockets for military purposes, and in 1948 received the Medal for Merit, the outstanding civilian award for contributions to the war effort, for his studies on rocket ballistics.

Since the war Dr. Sage has led the development of solid rockets as a propulsion medium. In addition he is credited with the development of a propellant "blackening" process which greatly increased solid propellant reliability by counteracting radiation phenomena, and the creation of successful extrusion methods for propellants.

JOHN D. ROBERTS, professor of organic chemistry, has been elected chairman of the American Chemical Society's Division of Organic Chemistry for 1957. Dr. Roberts, who has been a member of the Caltech faculty since 1953, received the American Chemical Society Award in Pure Chemistry for 1954 for his research achievements in theoretical organic chemistry.

R. R. MARTEL, professor of structural engineering; and THEODORE VON KARMAN, professor of aeronautics, emeritus, will be made life members of the American Society of Civil Engineers at the January meeting of the society's Los Angeles section.



*New planet, Geographos, as it will appear in relation to earth in 1969, when it will be 4,000,000 miles away.*



# PASADENA REVISITED

by WARREN WEAVER

IT WAS THIRTY-NINE years and a few months ago that a young assistant professor of mathematics walked into the entrance of the main building of Throop College, stepped up to the desk of the college book store (which was then just to the left of the entrance), and asked the attendant what textbook was to be used in calculus. She said, perfectly reasonably, "I would suggest that you wait until tomorrow and ask that question of your teacher." I must, at that moment, have looked very young and green.

Life in those days for the fledgling professor was rather different from what I imagine it is now.

Physically speaking, Throop College consisted of the chemistry building now known as the Gates Laboratory, the central building now known as Throop Hall, and a few assorted sheds spotted around in the rear. Will Lacey had joined the staff the year before, Stuart Bates two years before, Howard Lucas three years before. Earnest Watson was to come the next year.

There are not many of us left of that vintage. Linus Pauling was a senior in high school that year, and George Beadle, if I calculate correctly, had just graduated with honors from the seventh grade. Biology at CIT was, at that moment, not even a gleam in father's eye.

In the basic sciences, there then were, of professorial rank, one in physics, two in mathematics, and three in chemistry. We were so small in numbers that faculty meetings were held in President Scherer's office—a small room which has now become part of President DuBridge's present office. But it was entirely clear, even at that early moment, that something strange and wonderful was astir here.

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*"Pasadena Revisited" has been adapted from a talk presented at the dedication of the Norman W. Church Laboratory of Chemical Biology, November 15, 1956. Mr. Weaver, who is now vice president for the Natural and Medical Sciences of the Rockefeller Foundation in New York, was assistant professor of mathematics at Caltech from 1917 to 1920.*

We had an early and clear vision of a new and special sort of institute which would be intellectually compact; which would be imaginative, flexible, and superb in quality; which would be dedicated not to size or noise or to the routine levels of technological training, but rather to outstanding quality and to the supreme adventure of advancing basic knowledge about nature.

Most important of all, we had the leadership that could not only dream such dreams, but could turn them into reality. I count it one of the great good fortunes of my life that I had the privilege of knowing Dr. Millikan, Dr. Noyes, and Dr. Hale. It is a tradition of American academic life to speak with deserved reverence about Mark Hopkins at one end of a log and a student at the other. When, a hundred years from now, there is talk about the development in this country of graduate education in science, I suspect there will be even more frequent reference to those three unselfish and inspired men who created and made manifest the concept of this great institution.

It may have occurred to some of you that I have, at this point, created a dilemma of explanation. If this institution, just then at its chrysalis stage, presented so challenging and so attractive an opportunity, why didn't I stay here?

I could claim that I never have officially left. For I treasure a handwritten letter from Dr. Millikan in which he said that he couldn't restrain me from leaving, but that the Institute could and did refuse to accept my resignation; that I would continue indefinitely to be a member of the faculty, and that I needed only to inform them when I wished to return. I have, on several occasions, warned Lee DuBridge and the trustees that I still hold this document.

But the real reason for my departure is one that Caltech people can understand. I went back to Wisconsin, and then to the Rockefeller Foundation, because Max Mason asked me to. I am sure that there are many persons here who have fallen under Max's spell, and

who realize just why I have considered it one of the major joys and excitements of my life to be a friend and a working colleague of Max Mason. The more detailed reason for the shift to the Rockefeller Foundation is, moreover, closely related to our proper subject here.

For Max Mason and I, although both trained in the physical sciences, shared an enthusiasm for the biological sciences, and both had certain articles of faith and conviction concerning the interrelationship of the biological and physical sciences. It seemed clear that the century from 1825 to 1925—the century from Ampère and Oersted to Einstein and Schrödinger, from the first laws of the electric current and of electromagnetism to relativity and quantum theory—had been a great century of upsurge for the physical sciences. One was not so foolish as to think that this rate of progress would necessarily decrease; but it was surely evident that the physical sciences had developed a tremendous momentum; that support for the physical sciences was in general assured from federal, industrial, and other sources; and that, perhaps most important of all, our knowledge of physical laws and our capacity to control physical nature were advanced far beyond our knowledge of the mechanisms of behavior of the living creatures who held all this power in their fumbling hands.

It also seemed evident that the physical sciences—chemistry most notably, but physics and mathematics as well—had developed many experimental procedures and many techniques of theoretical analysis which could undoubtedly be applied with profit to biological problems—and which had, as yet, not been generally so applied.

Thus it was our shared privilege to help develop, in the Rockefeller Foundation, a program which, though labeled “Modern Experimental Biology,” was in essence a program of attack on basic biological problems using all the theoretical and experimental armament of the physical sciences, it being of course absolutely essential that this effort be dominated by the biological viewpoint—by a constant recognition of the essential complexity, the essential subtlety, and the essential wholeness of living organisms.

### Merger of the sciences

When one compares the status today of the interrelationship of the physical and the biological sciences with what the situation was 25 years ago, the change is substantial. It would of course be ridiculous to suggest that the Rockefeller Foundation is in any large measure responsible for this change. But one may, I think, take reasonable satisfaction in the fact that we were privileged, over that period, to give modest aid to many of the productive scientists who have done the real work.

Some early aspects of this development occurred in Europe, with the Bohr-Hevesy-Krogh-Rehberg group in Denmark; the Kluver-Ornstein-Milatz group in Holland; with Astbury, and later the Randall group in England; with the Hammarsten-Svedberg-Tiselius-Theorell-

Caspersson-Engstrom galaxy in Sweden; with the organic chemists devoted to natural substances, the enzyme chemists, the biochemical geneticists, the physical chemists concerned with macromolecules, the X-ray crystallographers, the virus experts, the submicroscopic anatomists—one cannot even hint at the range and excitement of the old fields which were brought to new life, and of the new fields which were opened up.

Rather than attempt any detailed technical discussion I would like to suggest in rather general terms what has been involved in this grand merger of the physical and biological sciences.

It would be entirely unfair to the great record of biology to intimate that it suddenly got smart, some quarter of a century ago. The earliest Italian anatomists realized the importance of, and bravely served, the experimental method. The bewildering variety of plant and animal life clearly made it necessary for biology, over long patient years, to describe, to classify, and to invent unambiguous terminology. A knowledge of form naturally precedes a knowledge of function—and an *explanation* of function quite inevitably comes later. The systematic and morphological approach to the living world has led to great triumphs of insight and interpretation, as illustrated by the theory of evolution itself.

### A new viewpoint

But it remains true that the time had now come when biological phenomena could be analyzed on a new and more detailed and deeper level. To a great extent this resulted from the growing and releasing intellectual conviction that vital processes were not necessarily and inescapably mysterious, that one did not need to speak in terms of an *élan vital*, that the happenings in a cell and eventually even important aspects of the behavior of man are analyzable, are understandable, are describable, in the same sort of dependable and precise terms that has served so well for the atom and the star.

To an important extent, also, this new viewpoint was made feasible by a variety of new experimental techniques. I will speak of these, in general terms, under the heading of *new ways of seeing* and *new ways of separating*.

Until the microscope was invented, some 350 years ago, man had to observe nature only with his unaided eyes. Until the turn of the present century, there occurred only improvements in the power of the optical microscope, finally resulting in the fact that today one can usefully examine in that way objects whose dimensions are as small as about one-half a micron—that is to say, about five one hundred thousandths of a centimeter. But this is, for inescapable theoretical reasons, about as small as one can usefully see with ordinary light: and this leaves totally unexplored the world of the smallest bacteria, the still smaller animal viruses, and the still, still smaller plant viruses, to say nothing of the macromolecules, the molecules, and even the atoms with which the modern biologist must deal.



Ultraviolet microscopy has helped materially, as has phase contrast and fluorescent microscopy. But it was the electron microscope, a quite new device developed by the physicists, which decreased the size of observable objects by a factor of 100 or even, under specially favorable circumstances, by a factor of 500.

### New kinds of seeing

Even this, however, is but a small part of the gain we have made in seeing. For there are new *kinds* of seeing—methods which are broadly analogous to seeing because they reveal the details of form and structure, and which are often better than ordinary seeing because they also give some evidence concerning constitution. There is the whole range of methods in ultraviolet and infrared spectroscopy, and the newer magnetic resonance methods, which give information about the details of chemical structure and about the mechanisms of chemical reactions. There are the cytochemical methods which permit the exploration of the detailed chemical organization within single cells. There are—which should be mentioned with special pride and emphasis here at CIT—the methods of X-ray and electron diffraction, which permit examination and analysis down to the actual level of individual atoms.

Coupled with these new ways of *seeing*, there are powerful new ways of separating. From one point of view any living organism—a single-celled protozoan as well as a man—is an almost incredibly and intolerably messy affair. It is a conglomeration of a vast number of exceedingly complicated substances and structures, all pretty thoroughly interdependent (which is almost a defining characteristic of an organism), and all thoroughly and subtly mixed up. To an old-fashioned physicist, used to a few variables and six-figure accuracy, or to an old-fashioned inorganic chemist, used to the purity of crystalline compounds, a bit of living protoplasm is more or less a shovel-full of guck.

So it has been of the greatest value that there have emerged, over the last quarter or third of a century, new and delicate methods of separating, out of messy mixtures, components which are relatively homogenous and thus suitable for study. The ultra-centrifuge of Svedborg, and the electrophoresis apparatus of Tiselius; column chromatography, to which Professor Zechmeister here at CIT contributed in so critically important a way, and the powerful later developments of paper chromatography; the newer Tiselius methods of charged carbon and starch; the Moore-Stein refinements in experimental procedures; counter-current methods; the employment of enzymes to break up and deliver desired fragments of molecules, the use of specially trained microorganisms which can report the presence or absence, in a messy mixture, of certain substances: all these are, in a broad sense, separation tools, most of which the physical sciences have furnished to the biologist.

This problem of separation is a very special one with biological material. On the one hand the chemical details

of an organism may be very delicately characteristic. There are, for example, sub-species of snails that are so completely alike in all their morphological characteristics that not even the leading world experts can tell them apart. Yet one of these two sub-species is an intermediate host for the parasite which causes schistosomiasis, whereas the other is not. And these two sub-species do differ in certain details of their internal chemistry, and one can be told from the other by chromatographic techniques. There are of course numerous other instances in which biochemistry furnishes the only satisfactory discrimination between creatures which, on ordinary taxonomic criteria, are alike.

On the other hand, it is one of the remaining mysteries of biology that a vast variety of mixed-up material may be fed into an organism without in any way disturbing the basic and massive fact that this organism keeps on, so to speak, being itself. As Walter de la Mare remarked in "Peacock Pie":

"It's a very odd thing—  
As odd as can be—  
That whatever Miss T eats  
Turns into Miss T."

In addition to these new methods of seeing and new ways of separating, there have been new ways of measuring. Perhaps most important of all, there has been a developing sense of active intellectual unity and comradeship between all the sciences, and a healthy emphasis on problems rather than on the compartments of the classical disciplines.

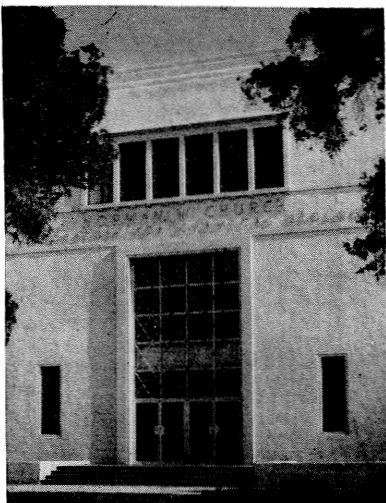
### A fruitful union

I wish finally to relate the present situation at CIT to these remarks about the new partnership between the physical and the biological sciences: and I think that it should be clear to you that I have, up to now, been talking of the play without mentioning Hamlet. For in the fruitful union of chemistry and biology, the California Institute of Technology stands quite clearly in the very front rank. Nowhere else in the world, at least to the best of my knowledge, is there combined leadership such as is furnished here by George Beadle and Linus Pauling.

The wonderful new laboratory which is now being dedicated represents an act of inspired and unselfish faith on the part of the donor. It is a structure which, intellectually speaking, rests on a solid foundation of past and proved performance. It will, we are all confident, reach up into new heights of future activity.

To the Trustees, to the Associates, and to the Administration of CIT I say that it is your great opportunity and your great duty to see to it that there is kept preserved here the vision of Millikan, Noyes, and Hale.

Your heritage from the past is clear. Your faithfulness to that heritage has been superb. It is up to you to keep CIT compact, flexible, and imaginative. It is up to you to continue your marvelous record of providing a climate for leadership.



# DEDICATION

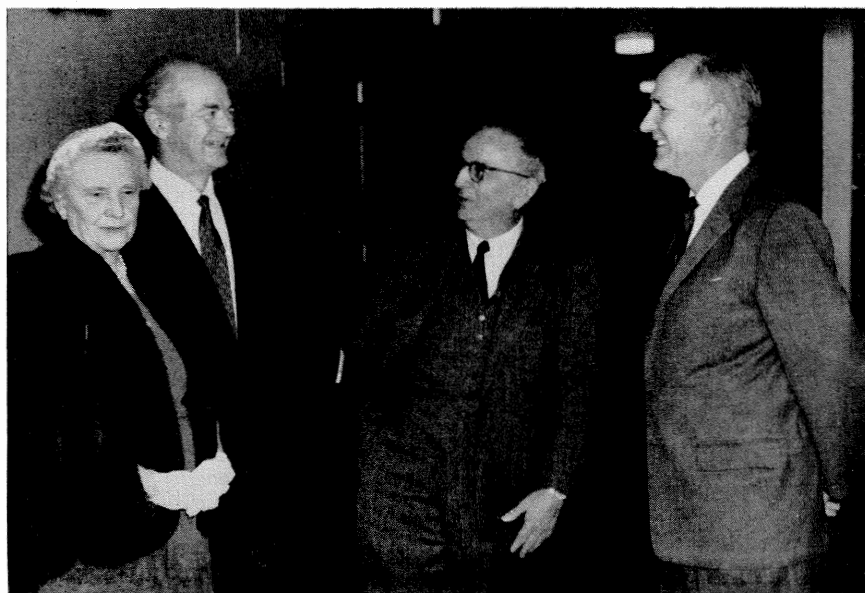
Biologists and chemists hold open house  
in the newly-completed Norman W.  
Church Laboratory of Chemical Biology



*James Bonner, Caltech professor of biology; Mrs. George Laties; and Harlan Lewis, UCLA professor of botany*



*Ernest Anderson, Caltech professor of genetics, and his daughter, Jean—absorbed in the exhibits*



*Mrs. Arthur McCallum, donor of the McCallum scholarships and fellowship fund; Linus Pauling, chairman of Caltech's chemistry division; Warren Weaver, vice president for the natural and medical sciences of the Rockefeller Foundation; and George Beadle, chairman of the Caltech biology division.*



Mr. and Mrs. George Mitchell (first and third from left), associates of the Institute, look over Dr. Pauling's new quarters with the Paulings. Focal point of the office is the 25" x 55" rock sculpture shown below. Designed by Pasadena artist Susana Mueller, it is called "Professor Pauling and His Students." High-flying objects are "new ideas."



Mr. and Mrs. George Beadle, with Mr. and Mrs. Arnold Beckman. Mr. Beckman is a Caltech trustee.



Anton Lang, UCLA professor of plant physiology, and Linda Pauling, daughter of Linus.

# What's Happening to the Automotive Power Plant?

## A forecast for the next 25 years

by PETER KYROPOULOS

FOR the next 25 years there seems to be no indication of an early return to horses, nor any probability that steam or electric power will become attractive for use in the automotive powerplant. Too little is known about the miniaturization of nuclear reactors to even take a guess as to whether this might become a practical source of power—and this is also true for the direct utilization of solar energy.

Indications are that a summarization of present ideas on automotive powerplants would give us a better clue to what's in the future. For this forecast we might ask: How many people? How many cars? How much fuel?

|      | People          | Cars            | Gasoline                     |
|------|-----------------|-----------------|------------------------------|
|      | 10 <sup>6</sup> | 10 <sup>6</sup> | 10 <sup>9</sup> gallons/year |
| 1940 | 130             | 27              | 21                           |
| 1950 | 150             | 40              | 35                           |
| 1960 | 180             | 60              | 55                           |
| 1970 | 200             | 80              | 75                           |
| 1980 | 210             | 90              | 85                           |

Since the table brings us to a formidable figure of 90,000,000 powerplants, the next question might be: How are these automobile powerplants going to work? The term automobile powerplant indicates that we are concerned with the whole propulsion system; the engine, transmission, drive line, differential and rear wheels.

As far as the engine is concerned, we have three choices, the piston engine, gas turbine, or the gas turbine with a free piston gas generator.

The forecast also lists gasoline consumption. Whether or not it will be gasoline or another liquid hydrocarbon is an important question. Whatever the type of fuel will be, the quantity should be about 85 billion gallons per year, and this, as the saying goes, "ain't hay."

Before we can discuss types of powerplants, we should establish the desirable and probable output required.

*An abstract of a paper presented at the annual meeting of the Western Engine Rebuilder's Association in Palm Springs, California, on November 2, 1956.*

Let us consider a typical passenger car traveling on a superhighway at 70 mph. The power required adds up as follows:

|  |                               |             |
|--|-------------------------------|-------------|
| Air and rolling resistance   |                               | 40 hp       |
| (No headwind, summer temperature. This figure would be 60 hp with a 13 mph headwind at 30° temperature.) |                               |             |
| Transmission efficiency  |                               | .88         |
| Rear end efficiency  |                               | .96         |
| Engine power required  | $= \frac{40}{.88 \times .96}$ | $= 47.5$ hp |
| Accessories  |                               | hp          |
| Power steering   |                               | 1           |
| Generator, charging  |                               | 2           |
| Air conditioner  |                               | 6           |
| Fan  |                               | 3           |
| Total accessories  |                               | 12          |
| Total engine power required for cruising:  | $47.5 + 12$                   | $= 59.5$    |

This indicates only the minimum required. Acceptable acceleration can be obtained with an engine of 200 to 250 hp.

Although engines with considerably more power are common today, this trend may be eventually reversed. Acceleration at low speeds can be had from high torque at low speeds, without requiring very high peak power. The very high peak powers which are advertised are, in themselves, not very meaningful. The peak occurs at engine speeds which can be utilized only infrequently, if at all, because they correspond to high road speeds. It is doubtful whether cruising speeds over 75 mph will be practicable. If fully automatic steering and control systems become available, cruising speeds of around 100 mph on superhighways may be feasible. This would require about 160 hp at the rear wheels. This is easily available in many of our present engines.

Commercial vehicles such as trucks and off-the-road equipment are in quite a different situation. Here full load uphill operation is critical. A 65,000 pound truck going up a 6 percent grade at 45 mph requires about 1100 hp. There is at present no powerplant which will



deliver this amount of power and which will fit into a truck.

The torque needed for low speed acceleration is not only a characteristic of the engine but depends on the correct *matching of the engine and transmission*. This matching has a twofold objective:

- (1) Performance (meaning smooth and rapid acceleration over a wide speed range) and
- (2) Economy (meaning an acceptable miles per gallon vs speed relation).

### Meeting the requirements

Both these requirements can be met by a transmission with an infinitely variable gear ratio, automatically controlled. Basically the hydrodynamic transmission (commonly called a *torque converter*) is such a transmission. Actually, present torque converters still fall short of our requirements.

The chart, right, shows typical curves for two converters. One is designed for high stall torque ratio (4.3) at low speed, i.e., designed for high acceleration at low speed.

At a speed ratio of about .62 the stator is allowed to free-wheel (intersection of heavy and broken line). This is called the "clutch point." The torque ratio becomes 1 and the converter degenerates into a coupling. Efficiency peak is at a speed ratio of about .4. Between this peak and the clutch point, the converter efficiency is quite low, hence performance is unacceptably low.

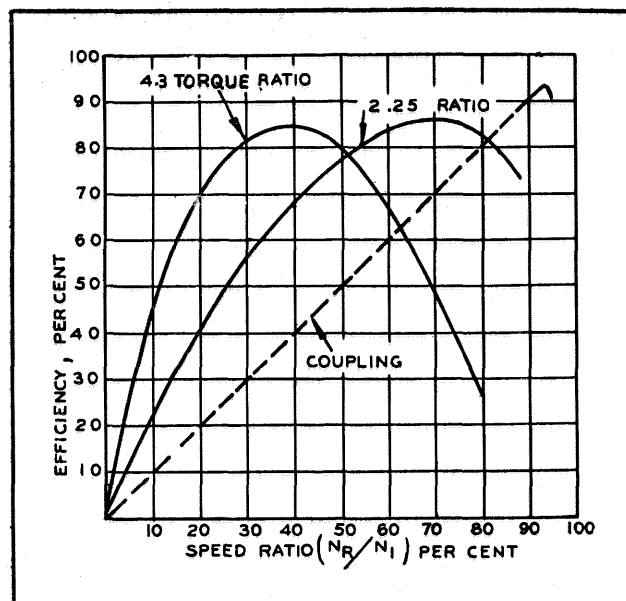
The second converter has a stall torque ratio of only 2.25, an efficiency peak at high speed ratio and atrocious efficiencies at lower speeds, hence no performance.

With fixed blade angles, the torque converter is essentially a single speed machine. We will need torque converters with continuously controllable blade angles. This would give us a transmission with high stall torque and high efficiency over a wide range of speed ratios.

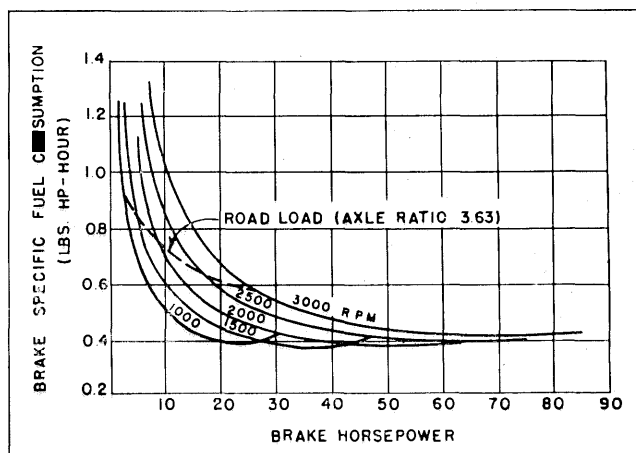
The second requirement—Economy—demands, first of all, high transmission efficiencies over the widest possible range of speed ratios. This is strictly a matter of converter development. Besides, the transmission should automatically seek the most economical operating point of the engine, compatible with speed and load requirements. This is illustrated in the center chart.

This plot shows fuel consumption vs power for a typical piston engine (spark ignition). The broken curve represents operation at road load for a typical passenger car with fixed gear ratio transmission. It is evident that the engine is forced to operate considerably above its optimum fuel consumption. The transmission should permit us to operate on the envelope around the minima of the consumption curves. What this means in terms of miles per gallon is shown in the bottom chart, where we have designated the latter case as "ideal transmission."

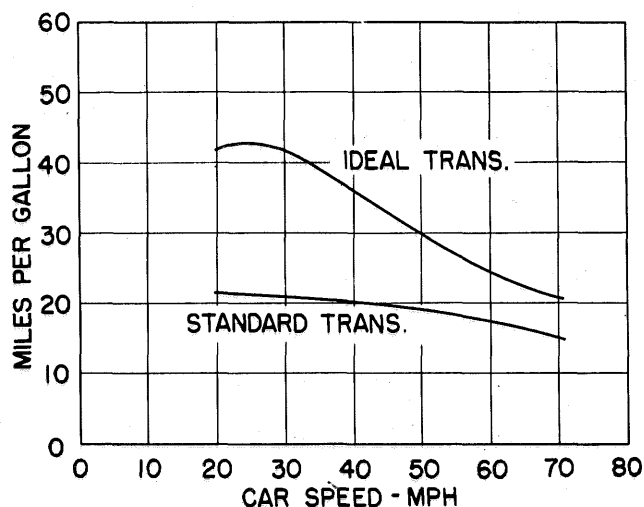
It is within the capability of the variable pitch trans-



Efficiency vs speed for two converters with different design points (Ref. 6). Speed ratio = output speed/input speed.



Typical piston engine curves of fuel consumption vs power (Ref. 5).



Comparison of economy for fixed gear ratio (standard) transmission with optimum within the capability of the engine (Ref. 5).

mission to utilize the large potential gain in economy.

The transmission problem in one form or another is common to all propulsion systems and is not limited to the piston engine. It is, therefore, considered ahead of an evaluation of engine types.

### Pistons or pinwheels?

It has been said that, had we been driving around with turbine engines for the last 35 years, and someone had just now invented the piston engine, he would be considered quite a genius.

Just what is the status now and what is the potential? For passenger cars, the maximum practicable power is somewhere between 400 and 500 hp. Considerably less is most likely sufficient, as has been demonstrated earlier in this report. The objective of future development will be to

- (1) improve economy without sacrifice in performance;
- (2) increase specific output (bhp/cu.in.) while, at the same time, decreasing the weight of the powerplant (lbs/bhp).

**Piston Engines:** The first objective clearly indicates continuation of the trend towards increased compression ratios. At present it is estimated that we shall use compression ratios of 12:1 and premium fuels of 110 octane number. The potential gains were established as far back as 1949 (Ref. 7). Raising compression ratio from 8:1 to 12:1 decreases the specific fuel consumption from .53 to .44 lbs/bhp-hr. In the meantime fuel technology and research in combustion chambers have progressed to the point where 12:1 compression ratios will be practicable.

The effect of combustion chamber shape on octane requirement (mechanical octanes) is illustrated in the charts below. Each point on the curves is a maximum i.m.e.p. obtained with a fuel as denoted by the octane number above the curve. Design A has the i.m.e.p. of 99

percent maximum of 141 psi and requires a 95 O.N. fuel. Design B has a corresponding i.m.e.p. of 136 psi and requires only a 73 O.N. fuel.

We have witnessed a gradual increase in displacement volumes. There is a definite limit to this, dictated primarily by the amount of space and weight allotted to the powerplant. We will have to make smaller engines do more work per cubic inch and per pound of engine weight. This can be accomplished by the use of (1) *turbo-charging* and (2) *lightweight materials*.

Active research is being carried out in both areas. (1) shows promise for commercial engines, rather than passenger cars. Both types will profit from (2). Aluminum die casting offers not only weight advantages but also appreciable savings in manufacturing cost. A die casting machine exists which produces a complete crankcase-block combination requiring a minimum of machining. The crankcase of the Volkswagen engine is a magnesium casting. The variable blade angle transmission which we need is heavy and offers only limited opportunity for weight saving. The engine crankcase and block offers the biggest single component which can reduce powerplant weight effectively. A better appreciation of weight will become more and more necessary.

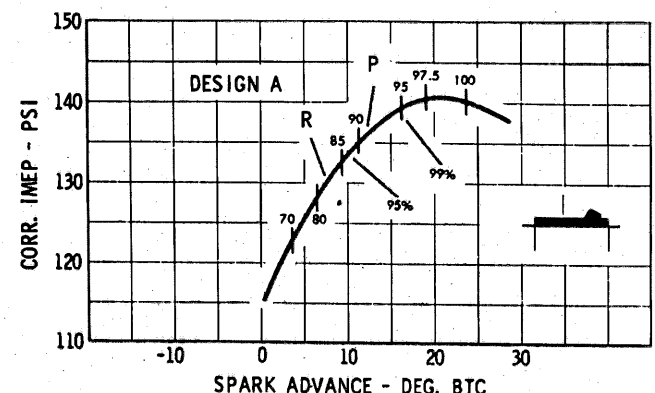
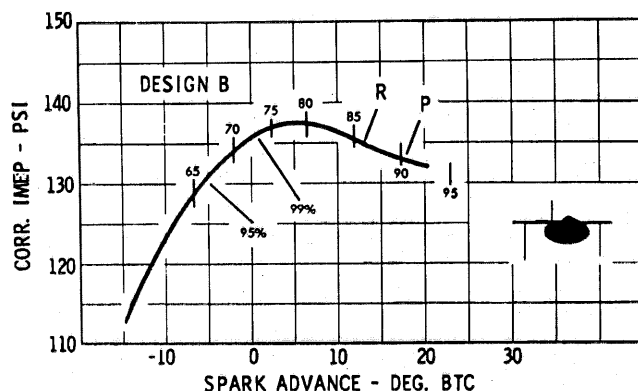
### Heavy equipment

Turbo-charging of spark-ignition engines has a considerable potential for trucks and earthmoving equipment and will be fully investigated and utilized before very long. It will be used with fuel injection.

Fuel injection (*into the cylinder rather than the manifold*), will be closely investigated, especially in conjunction with turbo-charging. There are some fundamental difficulties in applying cylinder injection to engines of small displacement (compared with aircraft engines) and operating over a wide range of speed and loads (compared with constant speed in aircraft). This has all been

CONTINUED ON PAGE 38

The effect of combustion chamber shape on octane requirement (mechanical octanes)

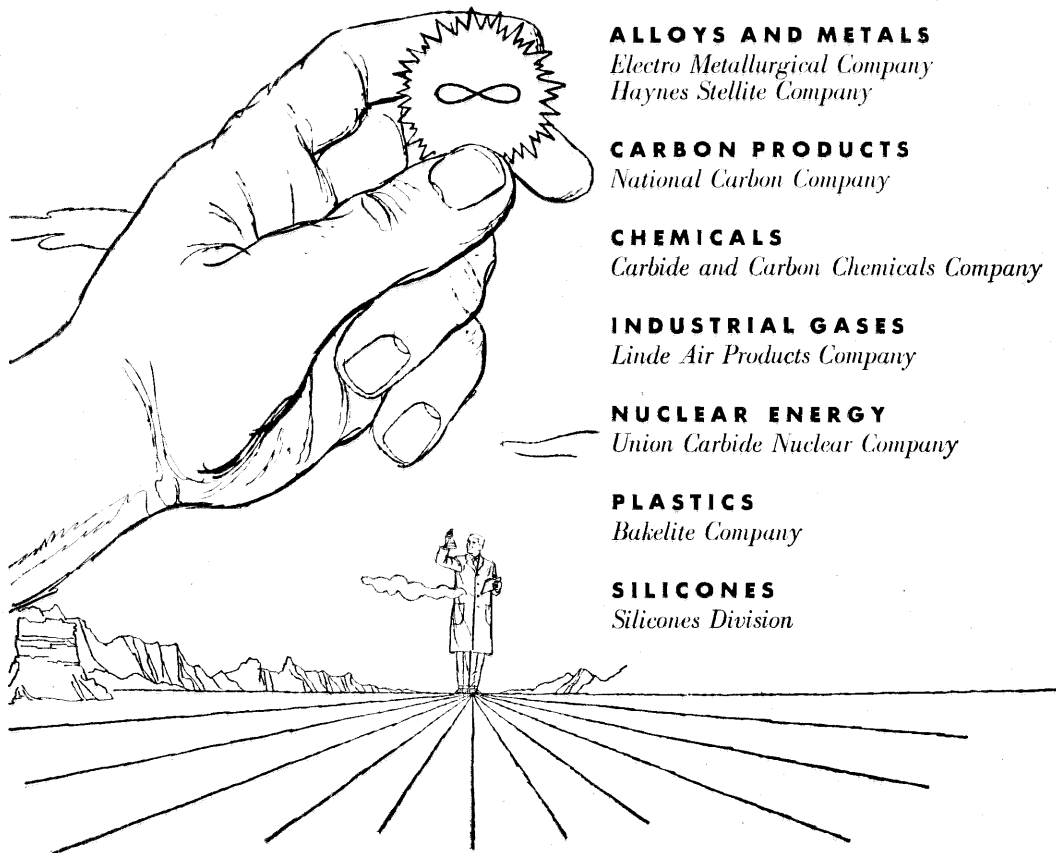


Comparison of flat (Design A) and compact (Design B) combustion chamber .9:1 compression ratio; 1,000 rpm. R = Regular, P = Premium (1954 level) 99 percent = 99 percent of maximum i.m.e.p. (indicated mean effective pressure) (Ref. 9)



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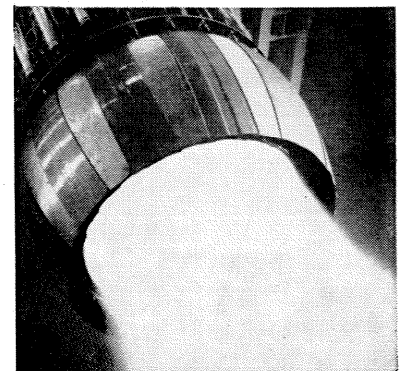
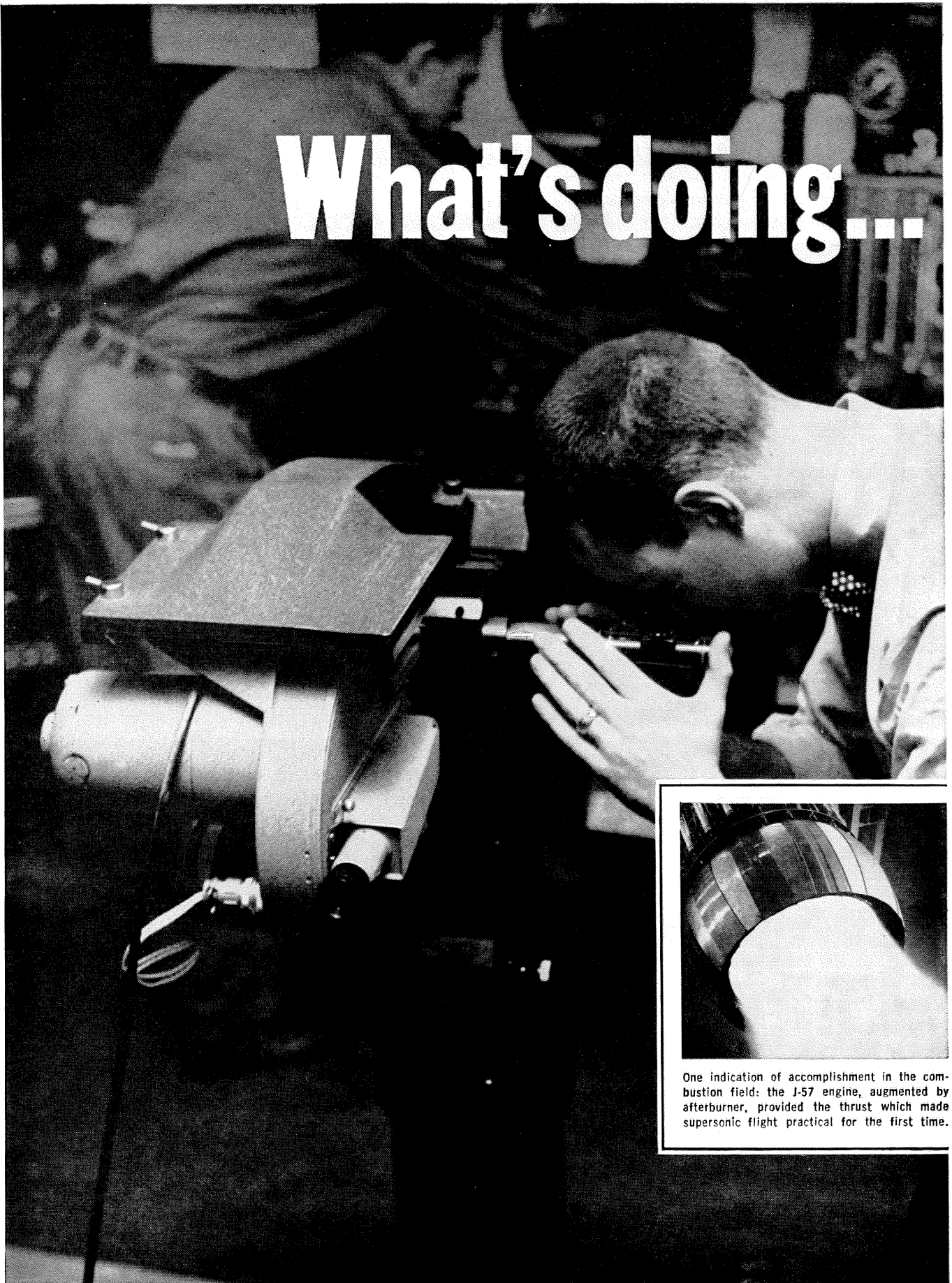
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# What's doing...

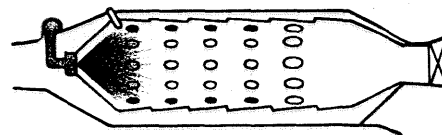


One indication of accomplishment in the combustion field: the J-57 engine, augmented by afterburner, provided the thrust which made supersonic flight practical for the first time.

This special periscope gives Pratt & Whitney Aircraft engineer a close-up view of combustion process actually taking place within the afterburner of an advanced jet engine on test. What the engineer observes is simultaneously recorded by a high-speed motion picture camera.



# at Pratt & Whitney Aircraft in the field of Combustion\*



Historically, the process of combustion has excited man's insatiable hunger for knowledge. Since his most primitive attempts to make use of this phenomenon, he has found tremendous fascination in its potentials.

Perhaps at no time in history has that fascination been greater than it is today with respect to the use of combustion principles in the modern aircraft engine.

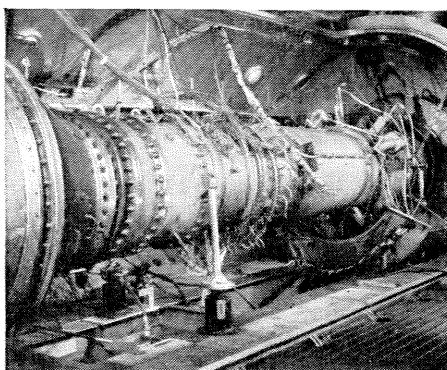
At Pratt & Whitney Aircraft, theorems of many sciences are being applied to the design and development of high heat release rate devices. In spite of the apparent simplicity of a combustion system, the

bringing together of fuel and air in proper proportions, the ignition of the mixture, and the rapid mixing of burned and unburned gases involves a most complex series of interrelated events — events occurring simultaneously in time and space.

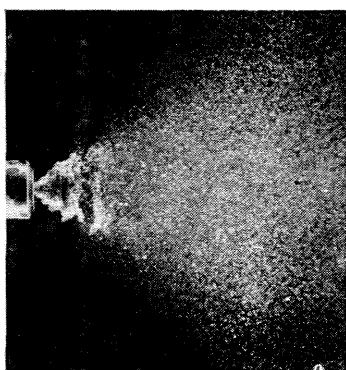
Although the combustion engineer draws on many fields of science (including thermodynamics, aerodynamics, fluid mechanics, heat transfer, applied mechanics, metallurgy and chemistry), the design of combustion systems has not yet been reduced to really scientific principles. Therefore, the highly successful performance of engines

like the J-57, J-75 and others stands as a tribute to the vision, imagination and pioneering efforts of those at Pratt & Whitney Aircraft engaged in combustion work.

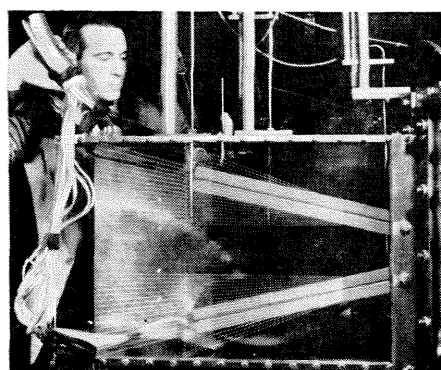
While combustion assignments, themselves, involve a diversity of engineering talent, the field is only one of a broadly diversified engineering program at Pratt & Whitney Aircraft. That program—with other far-reaching activities in the fields of instrumentation, materials problems, mechanical design and aerodynamics — spells out a gratifying future for many of today's engineering students.



Mounting an afterburner in a special high-altitude test chamber in P&WA's Willgoos Turbine Laboratory permits study of a variety of combustion problems which may be encountered during later development stages.



Microflash photo illustrates one continuing problem: design and development of fuel injection systems which properly atomize and distribute under all flight conditions.



Pratt & Whitney Aircraft engineer manipulates probe in exit of two-dimensional research diffuser. Diffuser design for advanced power plants is one of many air flow problems that exist in combustion work.

*\*Watch for campus availability of P & WA color strip film on combustion.*

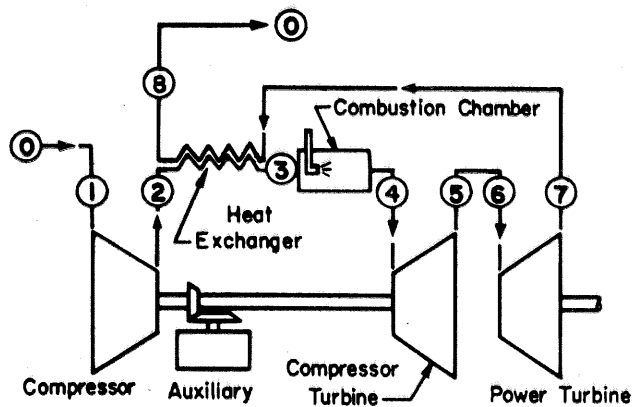


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## **PRATT & WHITNEY AIRCRAFT**

Division of United Aircraft Corporation  
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### ENGINE SCHEMATIC

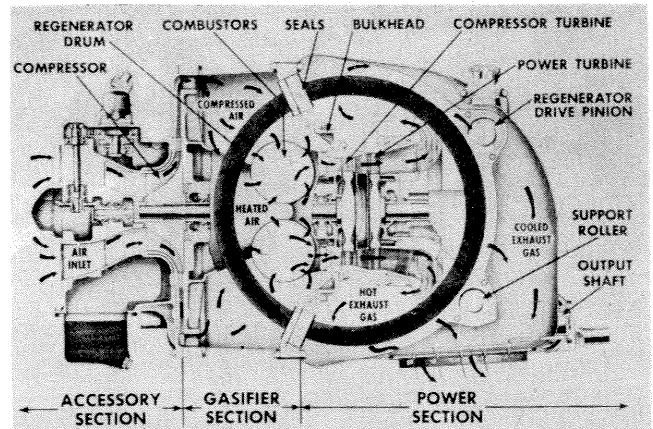


Schematic diagram of a regenerative turbine (Ref. 12) (Ford)

spelled out (Ref. 18) but is not clearly understood by everybody who is talking about the subject.

So far, nothing has been said about the diesel engine. Since diesel and spark ignition engine compression ratios have approached each other, the thermodynamic advantages of the diesel have gradually diminished. High speed diesels require carefully controlled fuels, which decreases the cost advantage of diesel fuel over gasoline.

First cost of diesels is higher than that of gasoline engines. In the passenger car field there is no real incentive for the use of diesels. In the truck and heavy off-the-road field the diesel predominates today, but seems to offer little capability for future growth. Its weight and size are unfavorable as compared with the gasoline engine. Increase in displacement and hence engine size is limited as much as in the gasoline engine. It therefore cannot offer the trucker the 1000 hp engine for which he is hoping.



Section through a Whirlfire regenerative gas turbine (Ref. 13) (G.M.)

**Turbines:** The *automotive gas turbine* has progressed faster than was expected. At the left, above, is a schematic of a regenerative turbine. At the right is a section through the actual engine—which in this case, is a Whirlfire regenerative gas turbine.

The regenerator is of the rotating matrix type. Regenerator efficiencies are of the order of .80 at low loads, dropping to .60 at high loads.

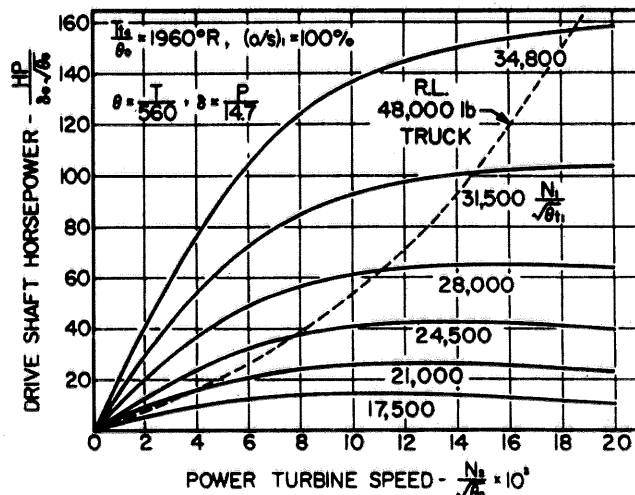
Typical performance curves are shown below for a truck turbine.

Since vehicle turbines operate predominantly at variable load and speed, the part load performance is particularly interesting and significant.

Cruising power fuel consumption is far from good. Best miles per gallon for the engine in the charts below is 3.7 mpg as compared with 7.0 for comparable piston engine. The turbine utilizes a cheaper fuel and hence

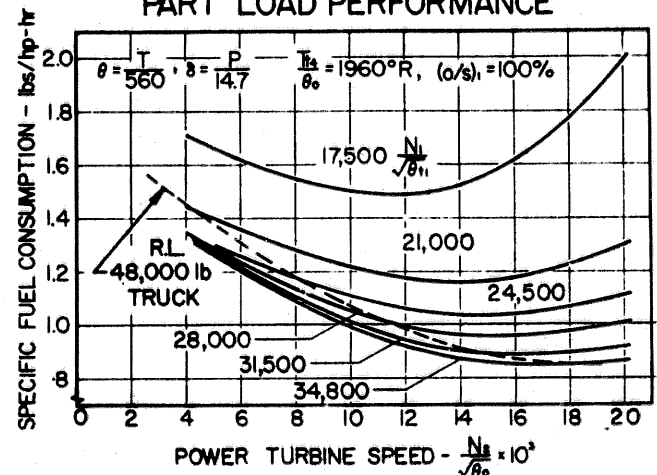
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### PART LOAD PERFORMANCE



Output vs power turbine speed. R.L. = road load. Numbers on curves are compressor speeds (Ref. 12) (Ford)

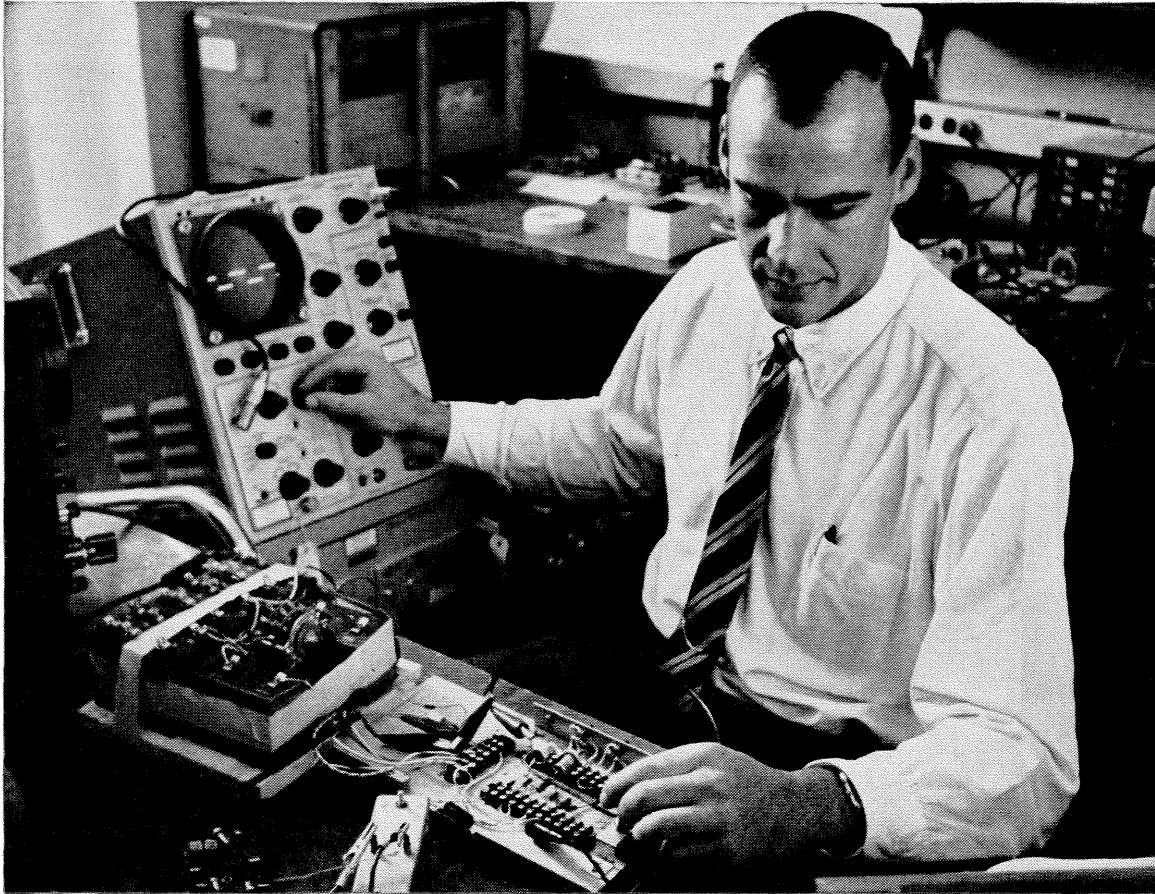
### PART LOAD PERFORMANCE



Fuel consumption vs power turbine speed. Turbine inlet temperature 1,500°F. (Ref. 12) (Ford)



## A Campus-to-Career Case History



*Dick Abraham of Bell Telephone Laboratories, here experimenting with closing the loop on a transistor feedback amplifier.*

### "I'm working with top names and top talent"

That's one of Richard P. Abraham's comments about his career with Bell Telephone Laboratories in Murray Hill, N. J. "In 1954, after I'd received my M.S. from Stanford," Dick continues, "I was interviewed by a number of companies. Of these I liked the Bell Labs interview best—the interviewer knew what he was talking about, and the Labs seemed a high-caliber place.

"The Labs have a professional atmosphere, and I'm really impressed by my working associates. As for my work, I've been on rotating assignments—working with transistor networks and their measurement techniques, studying magnetic drum cir-

cuitry, and doing classified work on Nike. This experience is tremendous.

"In addition to the job, I attend Lab-conducted classes on a graduate level several times a week. Besides that, the Labs are helping me get a Ph.D. at Columbia by giving me time off to get to late afternoon classes. That's the kind of co-operation you really appreciate from your company.

"What are important to me are the opportunities offered by the job and the work itself. My wife and I own a house near Murray Hill, and we've found a lot of friends through the Labs. All in all, I think I'm in the right kind of place."

**Dick Abraham is typical of the many young men who are finding their careers in the Bell System. Similar career opportunities exist in the Bell Telephone Companies, Western Electric and Sandia Corporation. Your placement officer has more information about these companies.**



**Bell Telephone System**



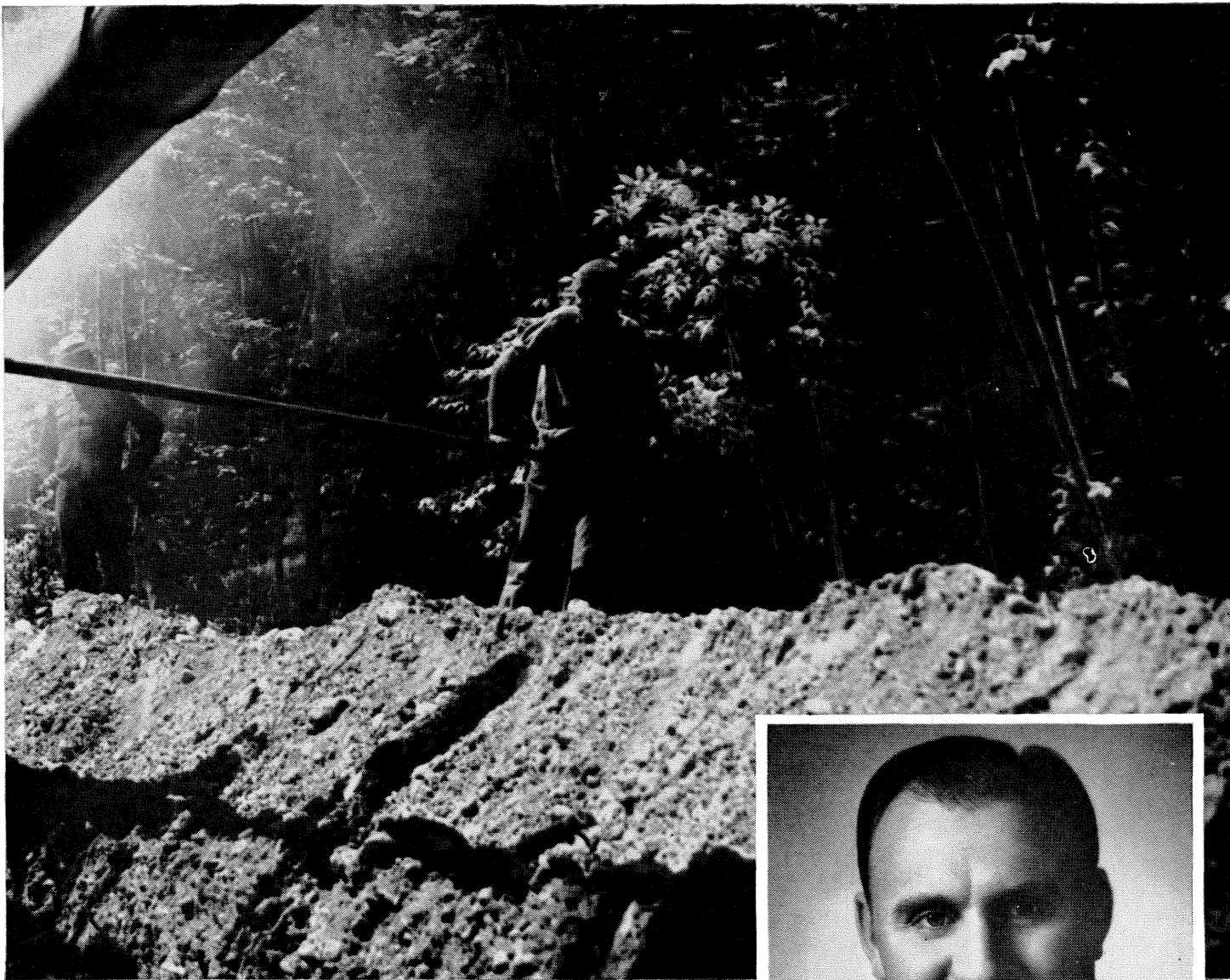
## **Here's how graduate engineers move up in the *GAS* industry ... the nation's sixth largest**

The Gas industry—the sixth largest in the nation—has a total investment of over \$15 billion. Last year the industry set a new all-time record in number of customers, volume of gas sold, and dollar revenue. In fact, Gas contributed 25% of the total energy needs of the nation as compared with 11.3% in 1940. The Gas industry is a major force in the growth development and economic health of this country.

40

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ENGINEERING AND SCIENCE



**Charles C. Ingram, Jr. became Vice President of Oklahoma Natural Gas Company in less than 15 years**

**CHARLES C. INGRAM, JR.**  
*B.S. in Petroleum Engineering, 1940*  
*University of Oklahoma*

Charles Ingram has been Vice President of the Land and Geological Department of Oklahoma Natural Gas Company since June of 1955. Mr. Ingram joined the company immediately after his graduation from Okla-

homa, and was soon called into service. Following his discharge, 5 years later, he rejoined the Engineering Department in Tulsa. He was quickly promoted to Assistant Chief Engineer and then took over the position of Superintendent of Gas Purchase and Reserves, and by 1954 was District Superintendent of the Oklahoma City district.



**After 6 years with Lone Star Gas, Bill Collins took over a new job in a new field for the company**

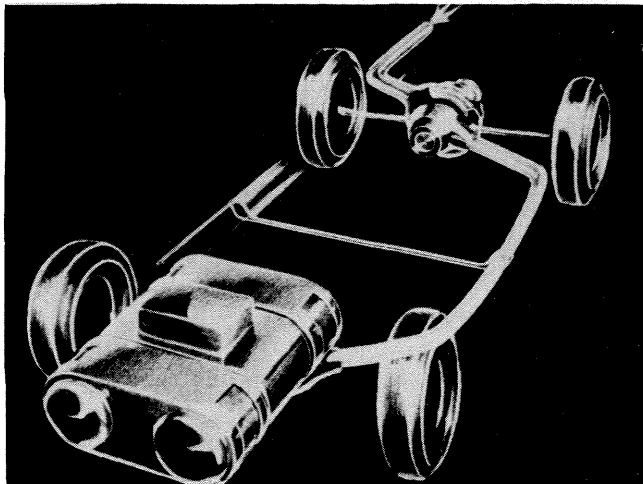
**WILLIAM A. COLLINS, JR**  
*B.S. in Mechanical Engineering, 1947*  
*A & M College of Texas*

Bill Collins is employed by the Lone Star Gas Company in Dallas as Coordinator of Air Conditioning and Utilization. Bill operates over 400 square miles in North Texas and Southern Oklahoma. Since joining Lone

Star, Bill has worked primarily in the design, sales and installation of air conditioning equipment, with some time devoted to industrial gas applications. When it was found that a large scale air conditioning program requires close attention to design and installation as well as sales and service policies, a special department was organized in 1955. Bill was put in charge.







*Free piston gas generator and turbine installation for an automobile (GMR Hyprex, Ref. 16). The gas generator consists of two parallel cylinders.*

the difference in cents per mile is not as great as that in mpg.

Cost of and availability of high temperature materials is, at present, a serious handicap for the turbine.

The following table compares the cost of some materials used in turbines with the cost of cast iron:

|            |      |
|------------|------|
| Cobalt     | 2.70 |
| Nickel     | .65  |
| Molybdenum | 1.50 |
| Vanadium   | 3.10 |
| Tungsten   | 3.45 |
| Manganese  | .30  |
| Chromium   | .37  |
| Aluminum   | .23  |
| Cast Iron  | .05  |

At present, large amounts of nickel are used (75 lbs in a 700 lb engine). A typical automotive turbine blade material (GMR 235, Ref. 19) is as follows:

|            |               |
|------------|---------------|
| Carbon     | .10 - .20     |
| Manganese  | .25 max       |
| Silicon    | .60 max       |
| Chromium   | 12.00 - 17.00 |
| Molybdenum | 4.50 - 6.00   |
| Aluminum   | 2.50 - 3.50   |
| Titanium   | 1.50 - 2.50   |
| Boron      | .025 - .100   |
| Nickel     | Balance       |

Nevertheless there seem to be excellent prospects for the development of inexpensive materials which will meet the needs of the vehicle turbine.

Manufacturing techniques will have to be developed for high production of such parts as turbine wheels (single casting). This, likewise, should not prove an unsurmountable obstacle. In spite of the fact that the split turbine arrangement (power turbine drives the rear wheels, is not connected to the gas generator turbine) has some of the characteristics of a torque converter, a transmission is needed. The stall torque ratio is of the order of 2.3, which is not enough.

The feasibility of the turbine has been amply demonstrated. Will it replace piston engines? I don't think so. It will rather fit in where the piston engine has

nothing to offer, i.e., in the range from 400 - 1500 hp. Trucks need this power range badly. Passenger car turbines will be produced and used if for no other reason than to be different. They do not offer any fundamental advantage.

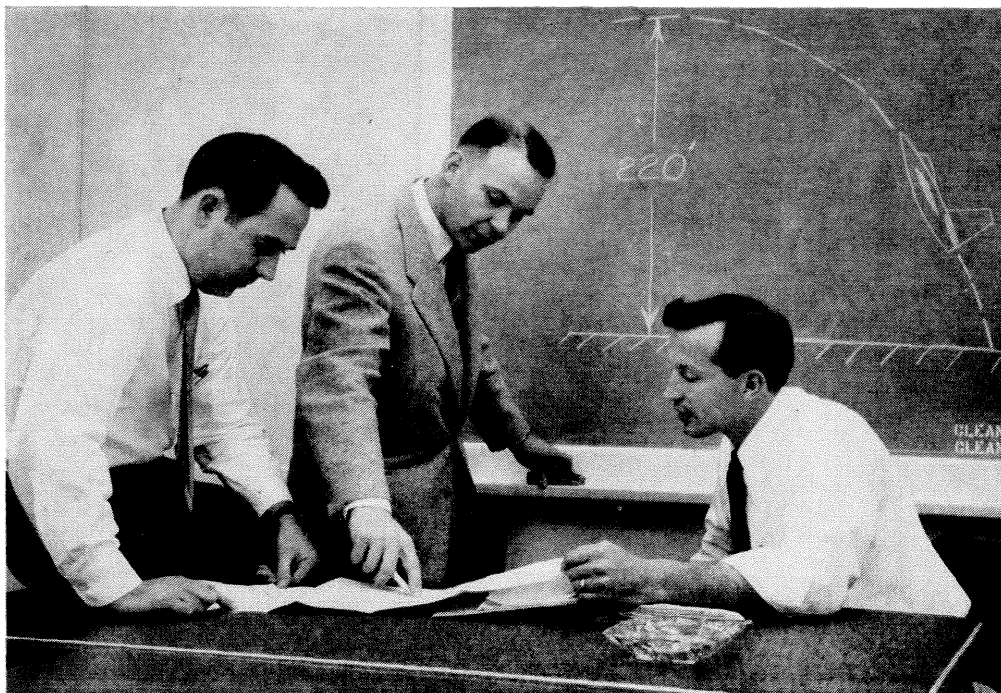
### The free piston engine

By itself, the free piston engine is not a propulsion unit but an air compressor. In conjunction with a gas turbine it becomes a *free piston gas generator*. Its thermodynamic merits have been discussed (Ref. 15). The schematic drawing above shows a twin cylinder free piston engine and gas turbine installed in a car. The turbine operates at a relatively low temperature and does not require expensive materials. Experience with this type of powerplant is limited (Ref. 17) but it looks as though it fits in between the piston engine and the turbine, overlapping both ranges.

To sum up the comparison of existing and future powerplants, the pertinent parameters are listed (Ref. 17) in the table below.

**Comparison of automotive powerplants**

|  | Fuel Consumption<br>Lb/bhp/hr |              | Weight<br>Lb/hp | Size<br>Cu.ft./100hp | Fuel                            |
|--|-------------------------------|--------------|-----------------|----------------------|---------------------------------|
|  | @ Max. Power                  | @ Best Econ. |                 |                      |                                 |
| Spark Ignition Piston Engine<br>Cast Iron 9:1 Comp. Ratio                            | .48                           | .41          | 3.6             | 9.1                  | 95 Octane                       |
| Spark Ignition Piston Engine<br>Aluminum 12:1 Comp. Ratio                            | .44                           | .38          | 2.2             | 8.4                  | 110 Octane                      |
| Spark Ignition Piston Engine<br>Aluminum 8:1 Comp. Ratio<br>Turbocharged - 30% Boost | .49                           | .43          | 2.1             | 7.3                  | 95 Octane                       |
| Gas Turbine -<br>Regenerative  | .75                           | .75          | 3.6             | 7.2                  | Kerosene                        |
| Gas Turbine - (Projected)<br>Regenerative  | .60                           | .60          | 3.0             | 7.2                  | Kerosene                        |
| Diesel Engine<br>4-stroke cycle  | .41 - .47                     | .38          | 12.7            | 26.0                 | #2 Diesel                       |
| Diesel Engine<br>2-stroke cycle  | .42                           | .40          | 12.1            | 14.8                 | Kerosene                        |
| Diesel Engine<br>2-stroke cycle<br>Exhaust Turbo Blower                              | .42                           | .41          | 11.7            | 13.6                 | Kerosene                        |
| Free Piston Engine   | .48                           | .48          | 3.6             | 7.0                  | Kerosene<br>Gasoline,<br>Diesel |



N. T. Avant, aerodynamicist (left), R. R. Heppe, Aerodynamics Department head (center), and C. F. Branson, aerodynamicist, discuss wind tunnel tests to determine transition height of a supersonic superiority fighter.

*Hovering to High Speed Flight:*

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*Additional information may be obtained from your Placement Officer or Dean of the Engineering School or by writing E. W. Des Lauriers, Employment Manager and Chairman of the Master's Degree Work-Study Program.*

Aerodynamics Engineers at Lockheed are working on advanced problems that cover virtually every phase of aircraft. The full scope of their work can be seen in the wide range of aerodynamics problems encountered in Lockheed's diversified development program.

*Among the advanced problems are:*

- 1** Determine means of controlling a supersonic vertical rising aircraft through the transition flight stages from horizontal to vertical flight.
- 2** Determine the dynamic response of supersonic aircraft in high rate rolls by application of five degrees of freedom analysis procedures.
- 3** Study optimum operating descent procedures to minimize costs on a new turboprop commercial aircraft.
- 4** Conduct and analyze wind tunnel research on new and radically different external radomes to be carried at high speed by early warning aircraft.
- 5** Perform generalized aeroelastic analysis combining structural and aerodynamic knowledge to determine optimum lateral control devices for use on very high speed, low load factor aircraft.

These—and many other—significant problems have created new positions for experienced Aerodynamics Engineers and Aerodynamicists in Lockheed's expanding program of diversified development.

You are invited to contact your Placement Officer for a brochure describing life and works at Lockheed in the San Fernando Valley.

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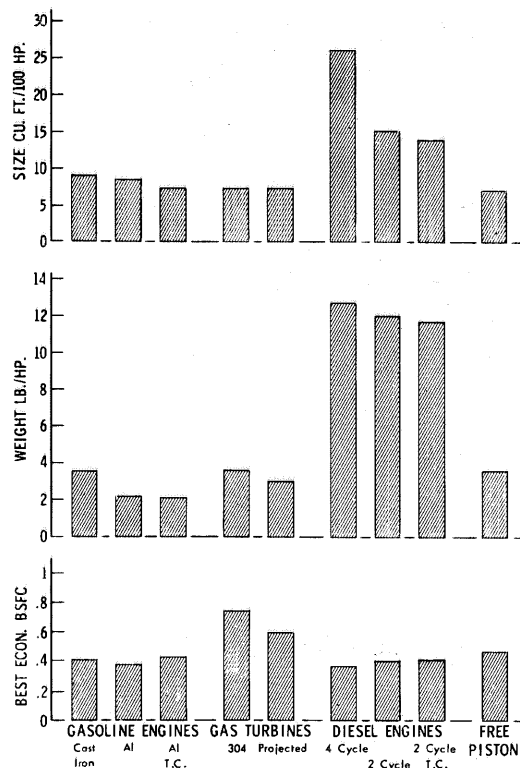
## CALIFORNIA

The same data are shown here in a bar chart (Ref. 1). It becomes apparent that the diesel is out of line as far as size and weight are concerned, which makes its continued use in vehicles questionable. The turbine has been treated with optimism in the fuel consumption column. No one powerplant shows a vast superiority over the others, except for the large power range, 400 hp and up, where the turbine is the only practicable engine.

There is, at present, no reason why any one powerplant type should replace the other. The turbine as well as the free piston engine-turbine combination will supplement the piston engine in the areas of their optimum suitability.

*Comparison of fuel consumption, weight, and space requirements for different powerplants (Ref. 1). On the chart, Cast iron = cast iron cylinder block; Al = aluminum cylinder block; and Al T.C. = aluminum engine with exhaust turbo-charger.*

Comparison of automotive powerplants



## Whence come these pearls of wisdom?

In any prediction there is necessarily a lot of guesswork; as the saying goes—"based on incomplete data, rumor and prejudice." The following list of references contains the background information on which my prejudices are based. Anyone with enough stamina to read through the references is entitled to pick my line of reasoning to pieces.

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- (8) "Development of New V-8 Combustion Chamber Reviewed," by D. F. Caris and F. A. Wyczalek, *SAE Transactions*, vol. 61, 1953, p. 495.
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- (16) "The GMR 4-4 Hyprex Engine," by A. F. Underwood, *SAE preprint no. 765*, SAE Meeting, Atlantic City, June 1956.
- (17) "Observations on 25,000 Hours of Free Piston Engine Operations," by G. F. Flynn, Jr., *SAE preprint no. 802*, SAE National West Coast Meeting, San Francisco, August 1956.
- (18) *Verbrennungskraftmaschinen*, by F. A. F. Schmidt. Oldenbourg Verlag, München, 1951, chapter 4, p. 194-213.
- (19) "Development of a New Gas Turbine Super Alloy, GMR-235," by D. K. Hanink, F. J. Webber and A. L. Boegehold, *SAE Transactions*, vol. 63, 1955, p. 704.

### CREDITS: CHARTS AND DIAGRAMS:

Pages 32, 33, 34, 38—from publications of the Society of Automotive Engineers, Inc., New York City.  
 Page 32—from reprint by Automotive Industries, Philadelphia, Pennsylvania.  
 Pages 38, 42—from preprint by A. L. Boegehold, General Motors Corporation, ASTM meeting, Cleveland District.



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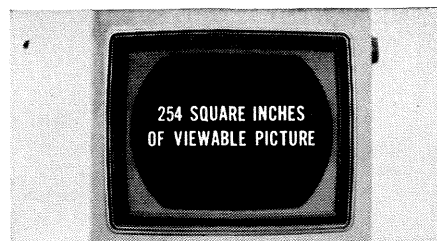
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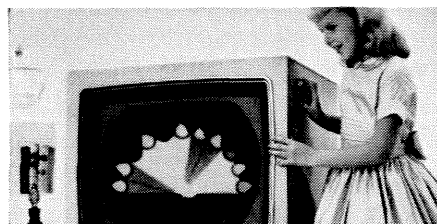
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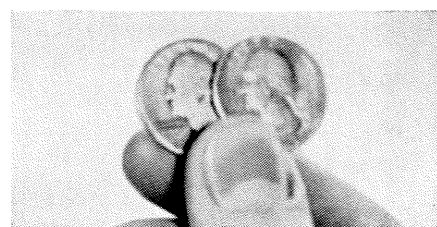
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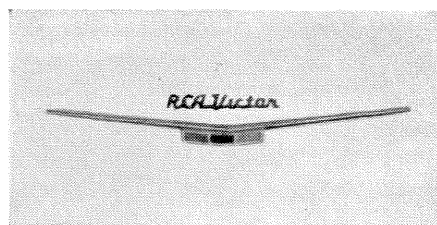
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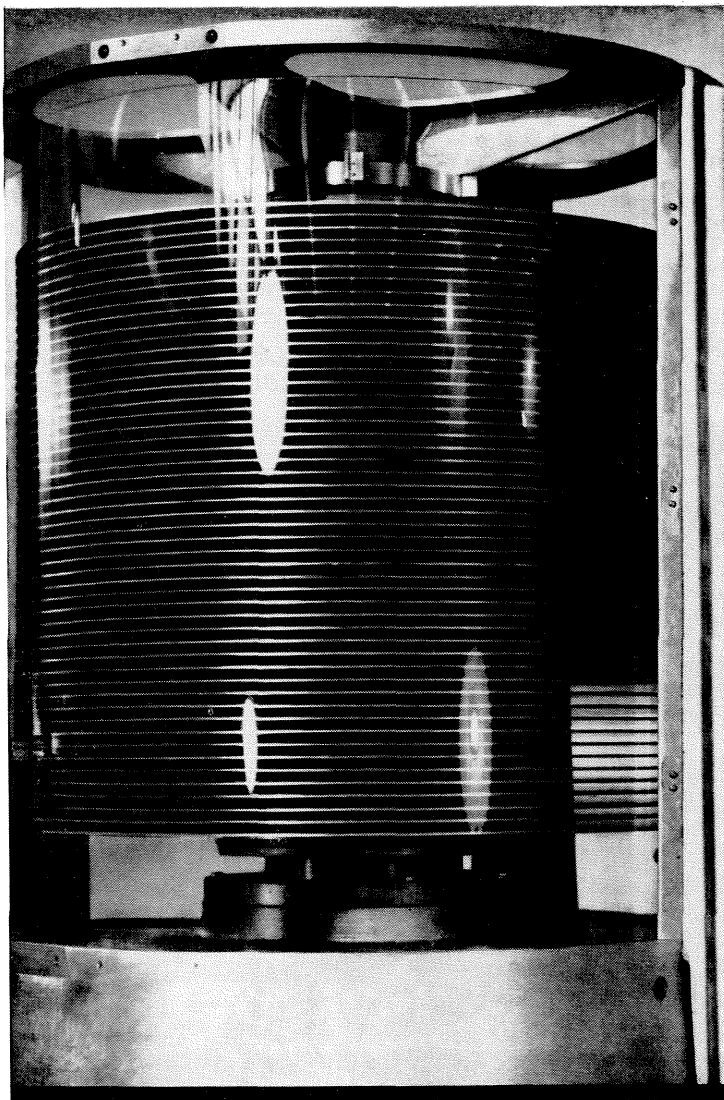
**Now starts at \$495 — no more than once paid for black-and-white.** This is the lowest price for Big Color TV in RCA Victor history! There are 10 stunning Big Color sets to choose from—table, console, lowboys, and consoles, too.



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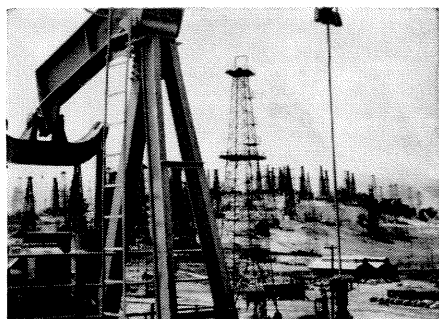
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RAMAC typifies the electronic wonders being brought to reality at IBM. If you are preparing yourself for an electronics career, you'll find IBM offers excellent opportunities for rapid advancement in the virtually "unlimited" field of electronic computers. A growing company in a growing field, IBM means a chance for you to develop quickly to the fullest extent of your capabilities.



**Oil spotter:** IBM computers sift thousands of oil samples, enable geophysicists to strike gushers sooner.



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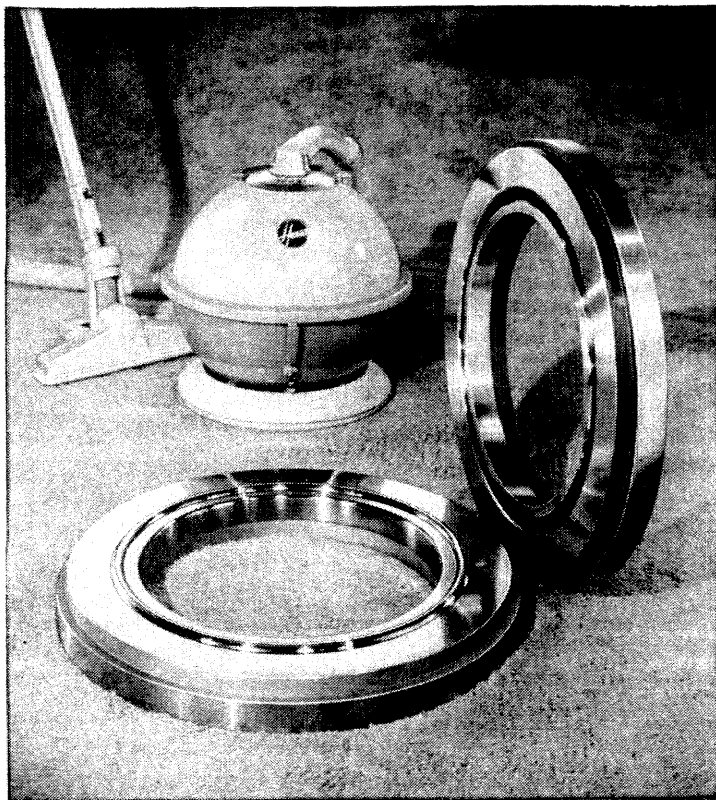
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## YOUR STEEL NOTEBOOK

### How to shape a vacuum cleaner like a basketball

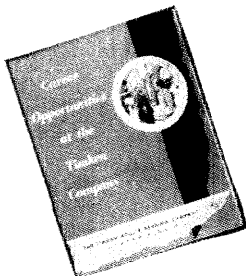


○ **T**O make their new vacuum cleaner functional as well as handsome, engineers at the Hoover Company developed a nearly round design. The problem was how to produce it economically.

The first ring dies they used to produce the shape from sheet steel picked up bits of steel and scored following pieces. Production had to be shut down while the dies were polished. Finishing costs ran high.

After studying the problem, Timken Company metallurgists recommended a special analysis of tool steel for the dies. Graph-Mo®, developed by the Timken Company. Minute particles of graphite in Graph-Mo act as a built-in lubricant—keep parts from galling. Diamond-hard carbides in its structure make it wear, give it longer life.

With the new Graph-Mo dies, downtime was cut 50%. Production rolled smoothly. The dies outlasted previous ones 3 to 1. It's another example of how Timken pioneering in fine alloy steels helps solve knotty industrial problems.



### Want to learn more about steel or job opportunities?

For help in learning more about steel, write for your free copy of "The Story of Timken Alloy Steel Quality". And for more about jobs at the Timken Company, send for a copy of "Career Opportunities at the Timken Company". Address: The Timken Roller Bearing Company, Canton 6, Ohio.

○ **TIMKEN** *Fine Alloy* **STEEL**  
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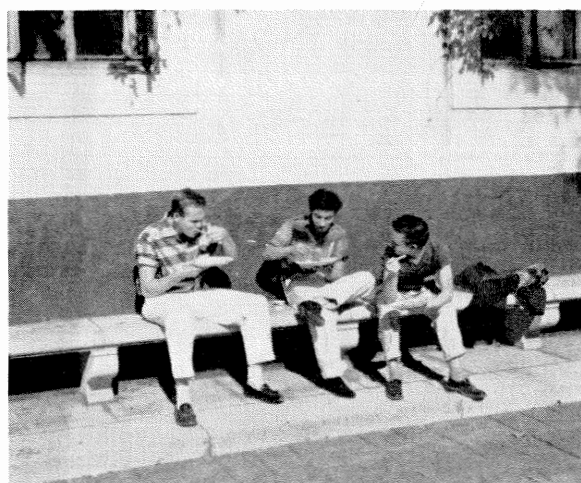
SPECIALISTS IN FINE ALLOY STEELS, GRAPHITIC TOOL STEELS AND SEAMLESS STEEL TUBING



# STUDENTS' DAY



*Computer works out a problem*



*Box lunch—al fresco*

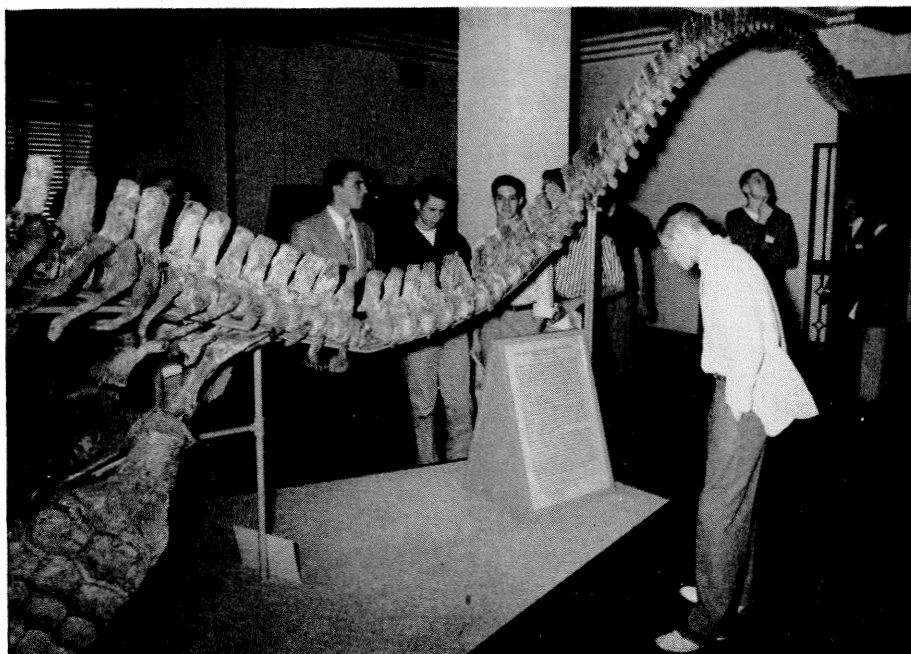
**M**ORE THAN a thousand high school and junior college students descended on the Caltech campus for the seventh annual Students' Day on December 1.

The visitors came from all over the southern California area—and were joined this year by four enterprising students from Milwaukie Union High School in Portland, Oregon, who flew their own plane down for the event.

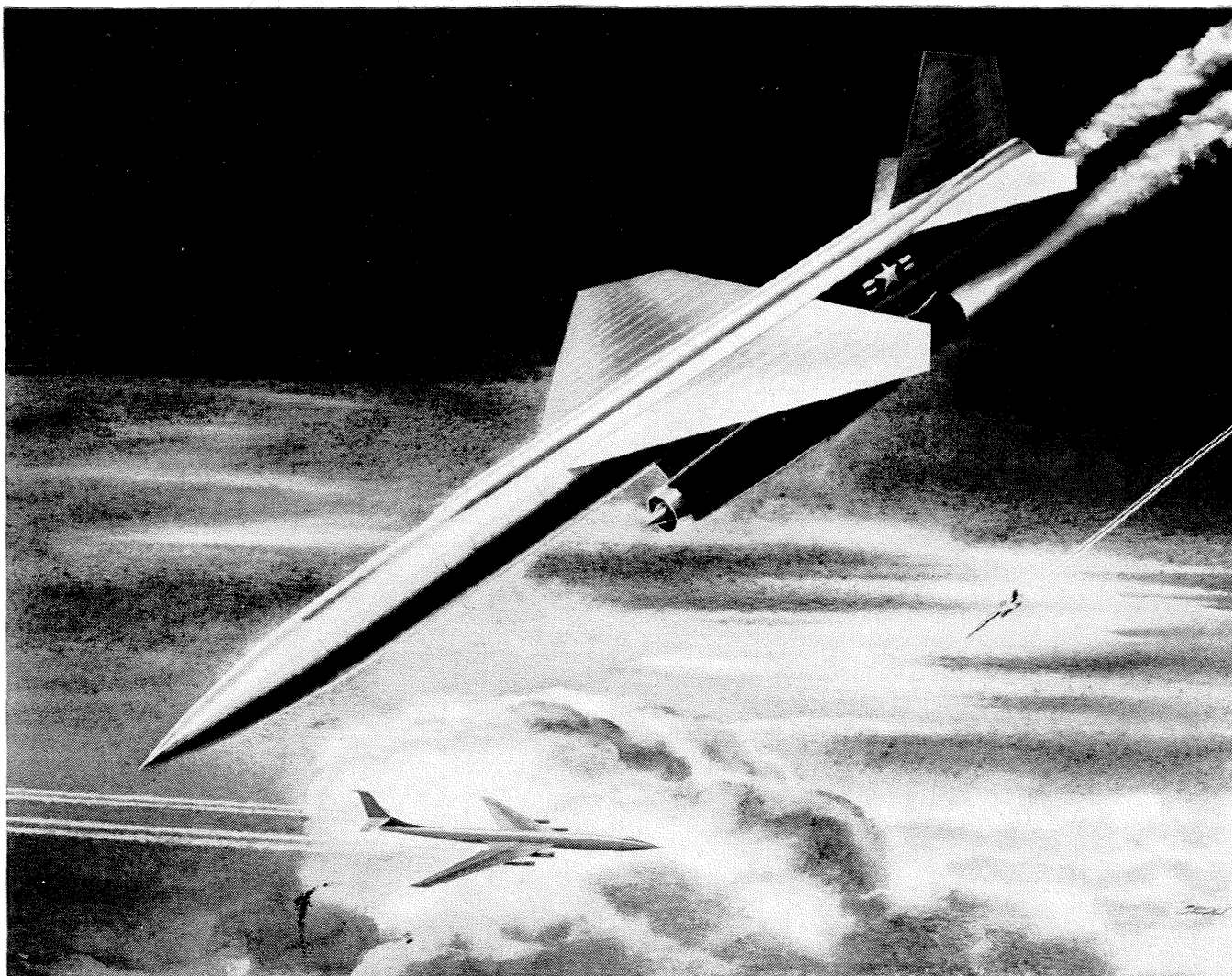
The all-day program included campus tours, laboratory exhibits, lunch in the student houses, demonstration lectures and a talk by President DuBridge.



*A man can take just so much*



*California sea serpent draws a crowd*



## Boeing research produces a new defense weapons system

Boeing's BOMARC IM-99 is a long-range guided missile designed to strike enemy bombers while still over areas away from vital targets. It's a supersonic spearhead of an entire defense weapons system that includes communications, bases, logistics.

Engineers and scientists of *all* types contributed to the research that produced this vital weapons system. And they are continuing their contributions, not only to BOMARC, but to other significant advanced projects. Boeing engineers are coming up with solutions that will give direction to developments of the future. If this kind of pioneering appeals to you, and if you enjoy working with engineers of outstanding professional stature, you'll like Boeing.

And you'll find plenty of room for advancement. Boeing's growth — a 400%

jump in the number of Boeing engineers in the last 10 years — assures openings ahead, and job stability. Boeing promotes from within, and every six months a merit review gives each engineer a *personal* opportunity for recognition, advancement, increased income.

Starting salaries at Boeing are high. If you are interested in continuing graduate studies, Boeing will arrange a special work schedule for you and pay all tuition and fees.

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You will enjoy life in any of the three young-spirited communities in which Boeing is located. Pick the climate and living advantages that suit you best. Each offers an abundance of recreational

activities, plus good housing, schools, convenient shopping centers.

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*For further Boeing career information consult your Placement Office or write:*

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These accomplishments in pure and applied science are widely known. To this impressive list, scientists and engineers at the Laboratory's Livermore site are making equally important contributions in the fields of nuclear weapons design, nuclear rocket propulsion, controlled thermonuclear energy (Project Sherwood) and high current accelerators.

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For the University of California Radiation Laboratory is managed and directed by outstanding scientists and engineers.

These men are your "team-mates"... offering pioneering knowledge of the nuclear field and the newest, most expansive laboratory facilities. Here—where new ideas and techniques are traditional—initiative is constantly encouraged and developed.

**I**F YOU are a **MECHANICAL** or **ELECTRONICS ENGINEER**, you may be involved in a project in any one of many interesting fields, as a basic member of the task force assigned each research problem. Your major contribution will be to design and test the necessary equipment, which calls for skill at improvising and the requisite imaginativeness to solve a broad scope of consistently unfamiliar and novel problems.

If you are a **CHEMIST** or **CHEMICAL ENGINEER**, you will work on investigations in radiochemistry, physical and inorganic chemistry and analytical chemistry. The chemical engineer is particularly concerned with the problems of nuclear rocket propulsion, weapons and reactors.

If you are a **PHYSICIST** or **MATHEMATICIAN** you may be involved in such fields of theoretical and experimental physics as weapons design, nuclear rockets, nuclear emulsions, scientific

photography (including work in the new field of shock hydrodynamics), reaction history, critical assembly, nuclear physics, high current linear accelerator research, and the controlled release of thermonuclear energy.

In addition, you will be encouraged to explore fundamental problems of your own choosing and to publish your



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and many other  
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■ Check your Placement Office for dates when Sperry representatives will visit your school. Make it "a must" to talk with them or write

J. W. Dwyer, Sperry Gyroscope Company, Section 1B5.

*P.S.* In case you *didn't* identify the equipment shown above, it is part of an 8 ft. Sperry-designed radar antenna for long range missile guidance.

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# ALUMNI NEWS

## Alumni Directory

CALTECH'S NEW Alumni Directory will be ready for mailing sometime in the early spring. Information is now being compiled from postcards received from the 7,108 people who have received degrees from Caltech. The Directory will list all names alphabetically, with home and business addresses, degrees and options, and will have geographical and class lists wherever possible. Richard Stenzel, '21, MS '30, heads the Directory committee, and has Francis E. Odell, '44, assisting him, with Kenneth Russell, '29, acting as advisor. The Directory will be available to all paid alumni.

## Dinner Meeting

PHILIP S. FOGG, chairman of the board of Consolidated Electrodynamics Corporation in Pasadena, will be the speaker at the Winter Dinner Meeting of the Caltech Alumni Association on January 17. Mr. Fogg, who was registrar and professor of business economics at Caltech

from 1930 to 1941, will talk about "Some Problems in Business Management—or How to Make a Buck in Business." The place is the Rodger Young Auditorium, 936 West Washington Boulevard, Los Angeles—the time is 6:30 for cocktails and 7:00 for dinner.

—George R. Watt, '46  
Chairman

## Dinner Dance

THE 21ST ANNUAL semi-formal dinner and dance of the Caltech Alumni Association will be held on February 9, at the Oakmont Country Club, Country Club Drive, in Glendale. Dinner will be served at 8 p.m., with dancing to the music of La Verne Boyer and his orchestra from 9:30 to 12:30. Reservations should be in the Alumni Office by Thursday, February 7. Let's all attend and make this annual gala affair the best yet.

—Robert E. Covey, '51, MS '52  
Chairman

## Edison Needs Engineers

SOUTHERN CALIFORNIA EDISON Company is the fastest-growing electric utility company in the United States, serving one of the fastest-growing areas of the nation.

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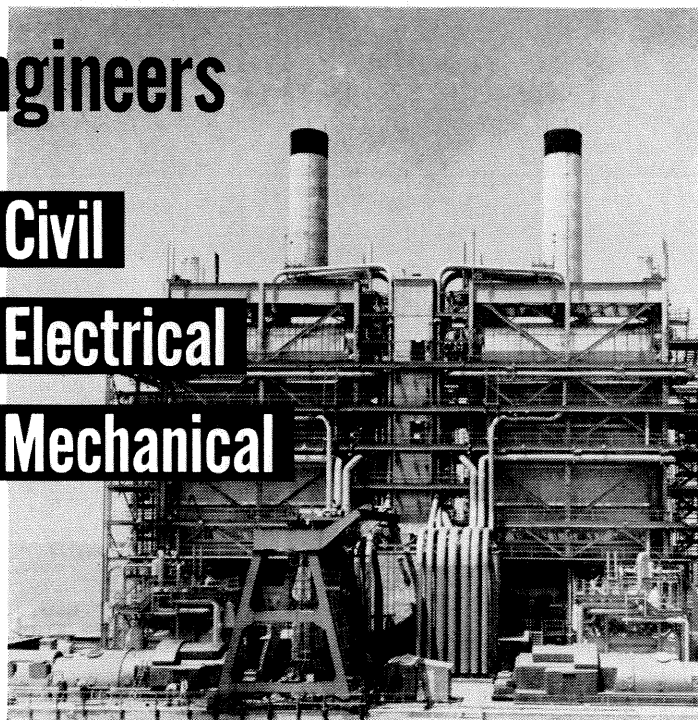
Edison's employee benefits include a unique medical plan plus outstanding retirement and insurance plans. For all the details please write or call —

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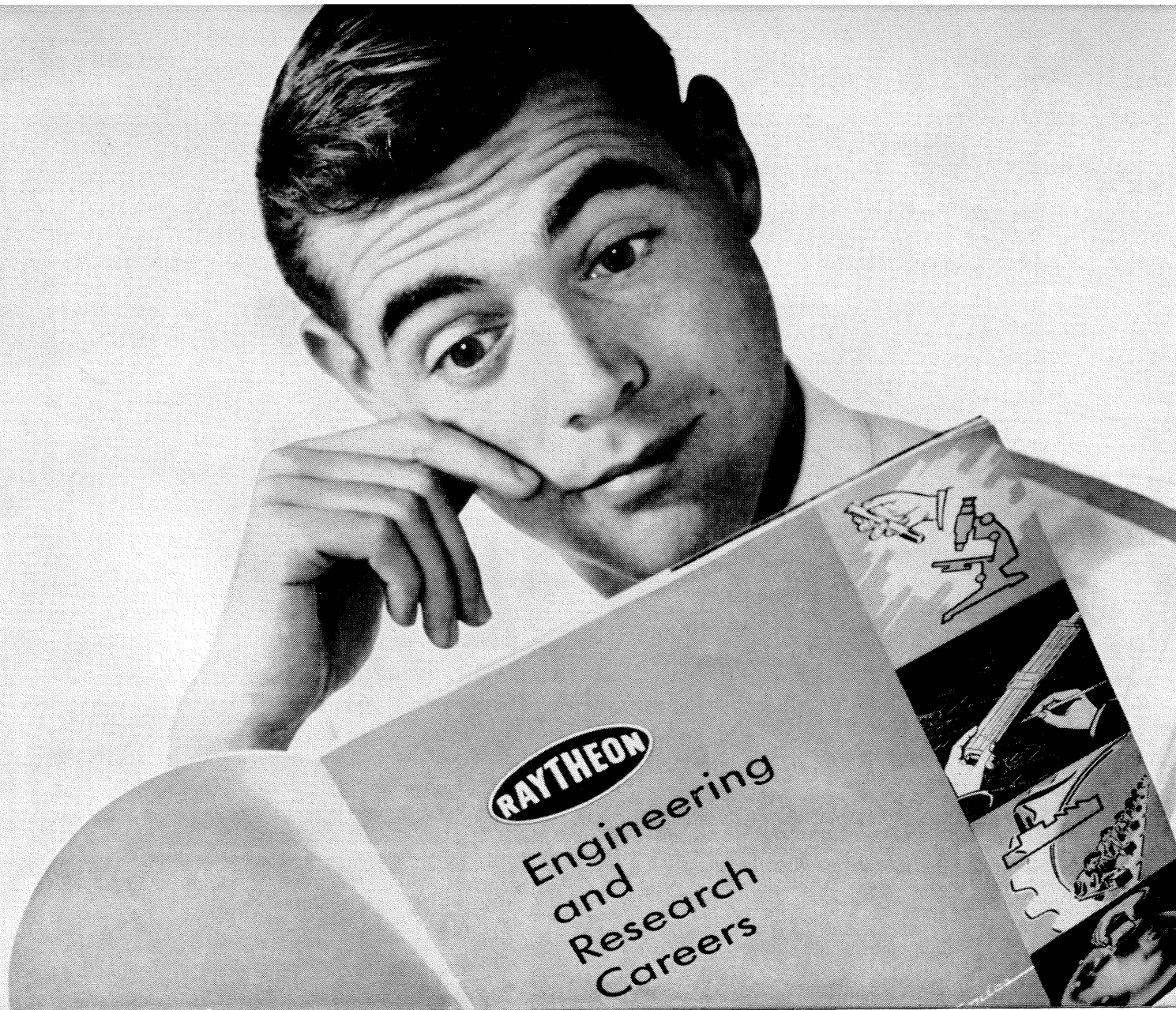


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## At Phillips You Choose Your Career

At Phillips you can decide among *many* promising careers in an industry with an unlimited future. And Phillips policy of "promotion from within" offers you the opportunity for advancement to positions of increasing responsibility and importance.

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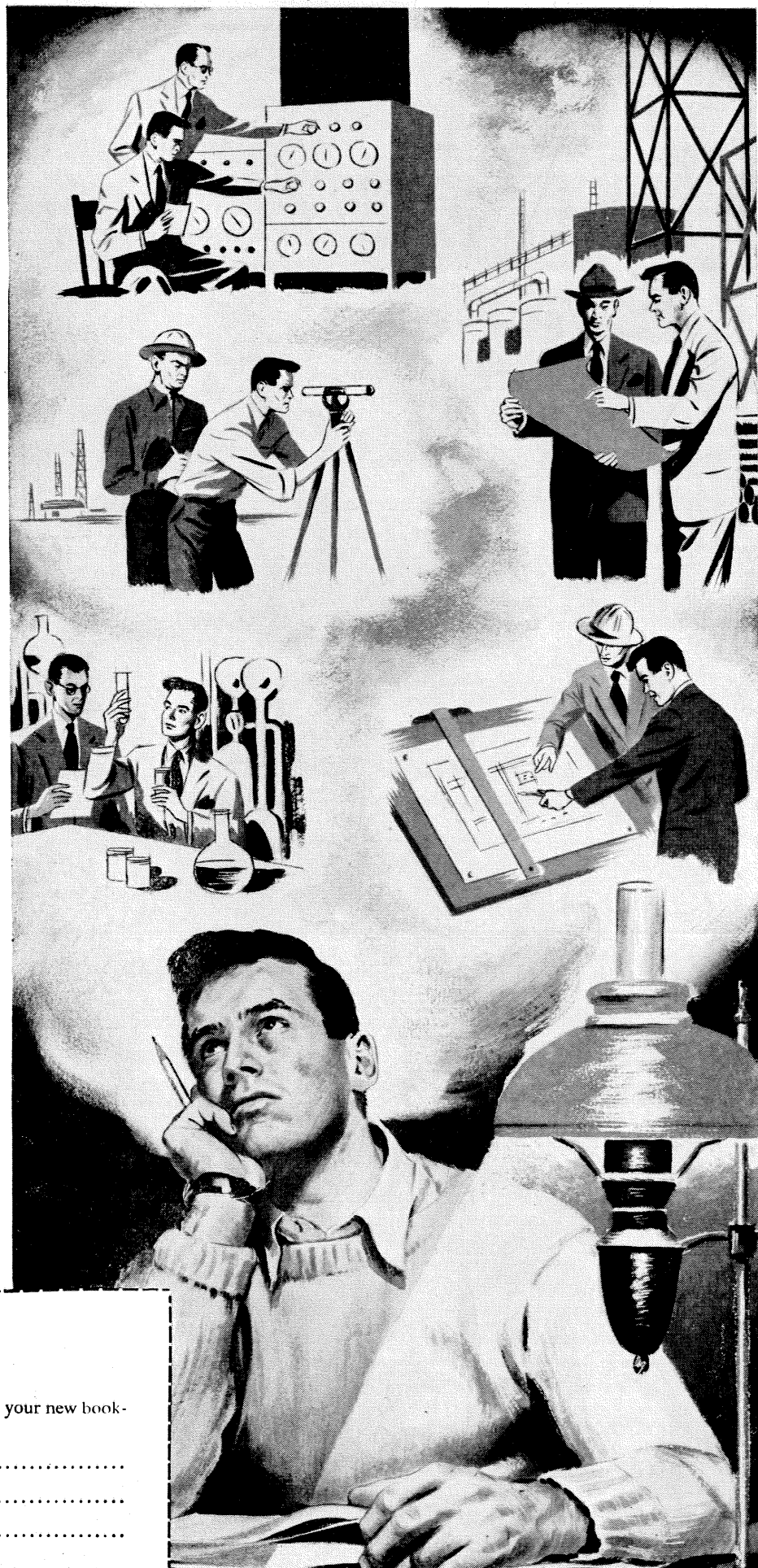
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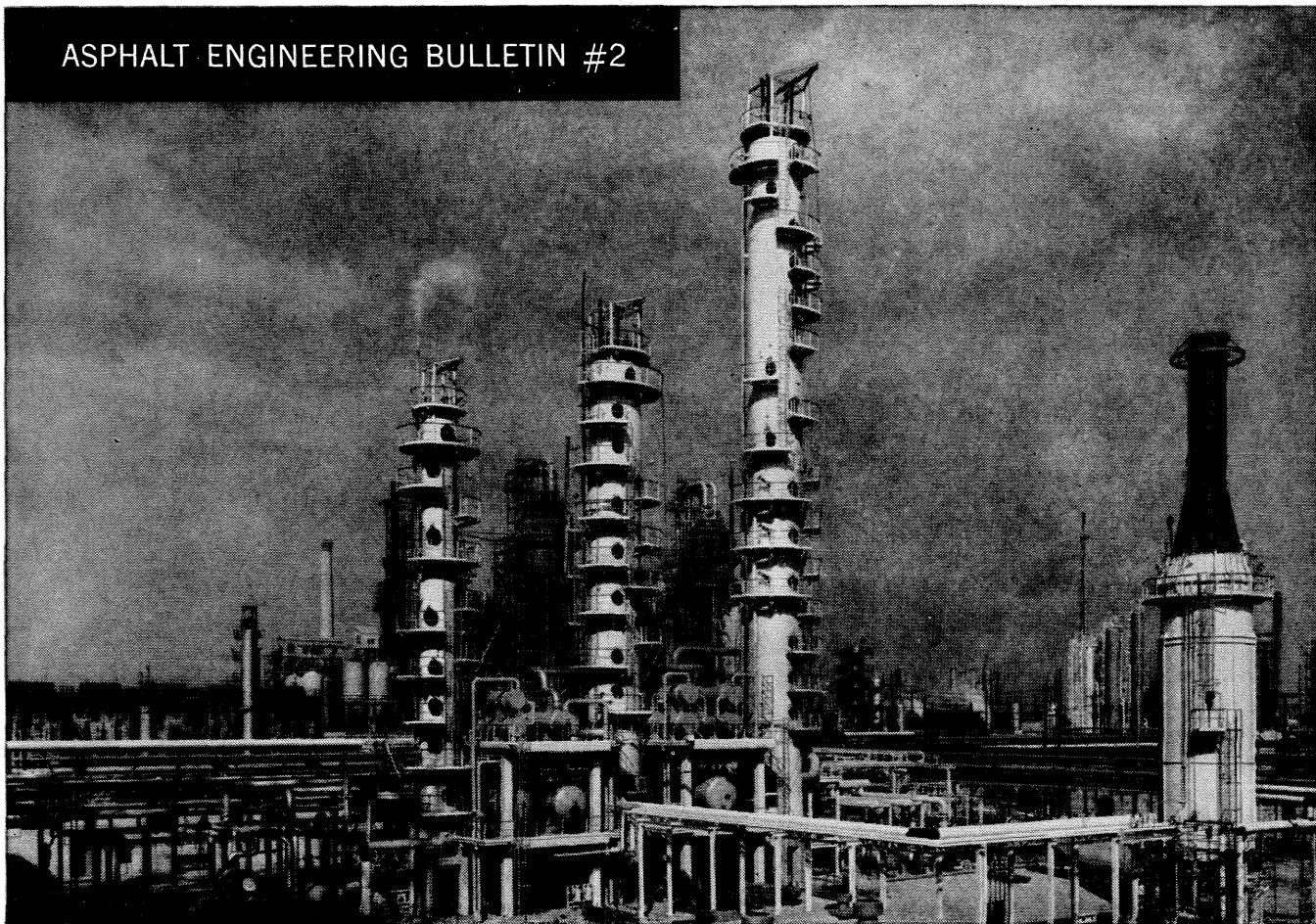
Dear Mr. McKeithan: Please send me your new booklet "Career with a Future."

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An array of standard types and grades of Asphalt comes from refineries in volume for a wide variety of engineering and industrial applications.

## Asphalt is a versatile family of materials

"ASPHALT" denotes a class of material produced from crude petroleum . . . it is inherently durable, waterproof and adhesive.

Asphalt is produced in a variety of consistencies from hard solids to liquids. The harder types are called *Asphalt cements*. The more fluid types are called *liquid Asphaltic materials*.

### ASPHALT CEMENTS

By far the largest proportion of the Asphalt family. Semi-solid to solid, Asphalt cements answer virtually any logical demand for the properties desired in hot-mix types of pavement, pipe-coating, water-proofing and similar engineering and industrial products.

### LIQUID ASPHALTIC MATERIALS

Fluid at normal temperatures, but developing high-binding ability shortly

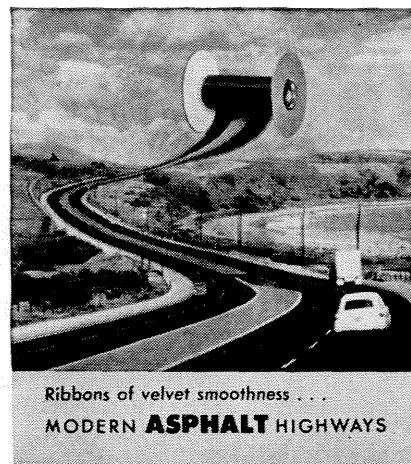
after application, liquid Asphaltic materials are comprised of: (1) Cutback Asphalts and Road Oils, and (2) Emulsified Asphalts.

The first are blends of Asphalt cements and various amounts and types of petroleum diluents, in three standard types: Slow Curing, Medium Curing, Rapid Curing. The Rapid Curing type contains, relatively, the most volatile diluent. "Cutback" Asphalts are versatile paving materials. They also fulfill various industrial needs.

The emulsified Asphalts consist of minute Asphalt globules suspended in chemically-treated water. Also, in three standard types: Rapid Setting, Medium Setting, Slow Setting. When deposited upon stone or soil, as in road construction, the emulsions "break," allowing the water to escape and

leaving an Asphalt film on the aggregate. Names of the types indicate relative rates at which their Asphalt globules coalesce.

Study the characteristics and applications of Asphalt. *Keep a complete file of these bulletins.*



THE ASPHALT INSTITUTE, Asphalt Institute Building, College Park, Maryland

# PERSONALS

1927

*Col. Vernon R. Jaeger*, chaplain in the U.S. Army, reports that "at this station in Fort Gordon, Georgia, I've been able to use a good deal of my engineering basic training recently, since as senior chaplain I am monitoring the planning and will soon monitor the construction of a new Post Chapel Center. We are also engaged in renovating and air conditioning the old wartime chapels. In another connection, I have been engaged in piloting the chaplain's phase of the new Army Command Management System which this station was selected to test and improve."

1928

*Huston W. Taylor* writes that he is the owner of the Taylor-Drake Company, insurance adjusters and surveyors, with a main office in Los Angeles and branches in Pasadena and Long Beach.

1931

*Rev. Oscar M. Newby* took up new duties

in Monrovia, California, as pastor of the First Methodist Church last month. He had been in Las Vegas since 1954 and in two years there had organized a church, built a new building and had a full working program with a membership of 300. The Newbys have four children—Richard, 16; Kenneth, 13; Mary, 12; and Elizabeth, 9.

1932

*E. Nelson Harshman*, MS '33, writes from Denver that he is still with the U. S. Geological Survey and is now chief of their Defense Minerals Exploration Administration work in Region III. The work consists of appraisal of mining properties. The Harshmans have four children—three girls and a boy.

1933

*Robert C. Kendall*, MS, senior geophysicist in the Denver area exploration department of the Shell Oil Company, has just completed 20 years with the company. Bob, his wife, and their 16 year old

twins, Robert and Elizabeth, live in Lakewood, Colorado.

*John A. Randall* writes that "in July, 1955, I returned to my first employer, the Southern California Edison Company in Los Angeles, where I first worked in 1923. My present job in the engineering department of the civil division involves planning and specifications for new construction for their rapidly expanding hydro and steam generation facilities and high voltage transmission lines." John was formerly sales engineer with The Austin Company in Los Angeles.

1934

*Robert B. Brown*, engineering coordinator and consultant of foreign licenses for the International Dresser Equipment Company in Long Beach, keeps on the move in his job. So far he's been to Venezuela, Colombia, England, France, Germany and Holland. The Browns have a daughter, 15, in high school and a son, 18, in college.

1935

*Hsia-Chien Huang*, MS, PhD '38, has been working for the past year with the American Institute of Acrological Research in Denver. The work consists of long-range (anywhere from several months to a year) weather forecasting. One long range forecast, aimed at the origin of a hurricane in the Gulf of Mexico, turned out especially well, he notes, as far as timing and intensity was concerned.

1936

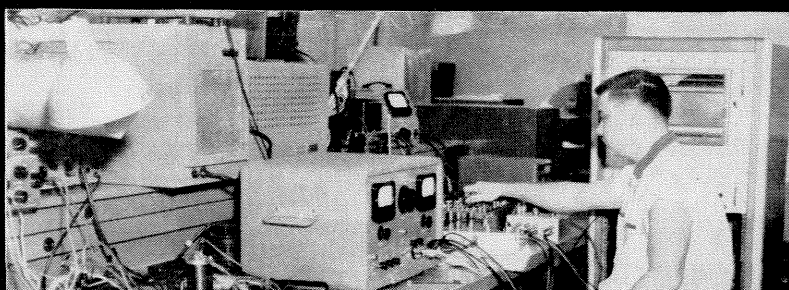
*Louis Ridenour, Jr.*, PhD, director of research for the Lockheed Missile Systems Division, was inducted into Tau Beta Pi at UCLA last month.

*Holley B. Dickinson*, MS '37, is the new assistant to the president of the Consolidated Electrodynamics Corporation in Pasadena. Holley was with Lockheed Aircraft for 11 years before this.

1937

*W. Gordon Wylie* reports: "I entered the U.S. Weather Bureau in October, 1937, at Fresno, California. Transferred to Burbank in January, 1940, then to UCLA in September for a year's study in meteorology (no degree). The next nine years were spent in Seattle as aviation forecaster, and for the past six years I've been in Honolulu as district forecaster and international aviation forecaster.

"While in Hawaii I have traveled to all the major islands of the group and last April I made a week's trip to Japan via MATS. These trips have afforded ample opportunity for indulging in one of my favorite hobbies—color photography.



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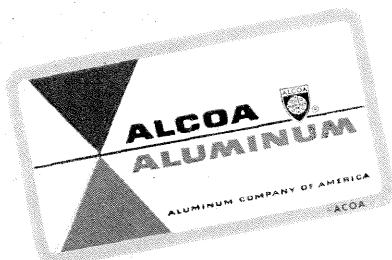
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"I was married in June, 1938 to Pauline Blackwood of Newton, Iowa. Our family consists of a boy, 16, and three girls, 13, 8 and 5."

1938

*Arnulfo G. Gutierrez*, MS, reports that tearing down or rebuilding old structures has turned out to be a safe and sound business for him. Arnulfo lives in Mexico City, is married and has 4 daughters (whose ages are 10, 8, 6 and 3), and a year-old son.

1940

*Newton C. Stone*, MS '41, is executive vice-president of Irving P. Krick Associates, Inc., in Denver. He reports that one of the most interesting parts of his work consists of supervising an electronic technique for developing long-range weather forecasts.

1941

*Fred W. Billmeyer, Jr.*, research chemist at the DuPont Experimental Station in Wilmington, Del., specializes in color in

plastics and the molecular structure of polymers. Fred is also a lecturer in high polymers at the University of Delaware and has completed a "Textbook of Polymer Chemistry", to be published by Interscience Publishers in December.

1942

*Warren Gillette*, MD, writes from Boulder, Colorado, that he recently put a 1500-square-foot addition on their house—probably to make room for his three boys, 10, 4 and 2. Warren had a short visit recently with *Alan Bell*, '42, who is an ophthalmologist in Pensacola, Florida. "If anyone wants to join me in a trip to the 1960 Olympic Games in Italy," says Warren, "just let me know."

*Charles M. Brown*, formerly chief engineer with Electromec, Inc., in Los Angeles, is now engineering manager for the Remler Company in San Francisco.

*Hugh A. Baird*, MS '46, writes that he is in his tenth year with C. F. Braun & Co. in Alhambra. For the last couple of years he was in charge of chemical engineering

work on the process units for a refinery for the Tidewater Oil Company in Delaware City, Del. At present Hugh is project engineer on a new chemical plant that Braun is building for the Shell Chemical Corporation in Louisiana. The Bairds, who live in Pasadena, have two children—a girl, 11, and a boy, 8.

*John T. Bowen*, MS '46, PhD '49, has been with Preco, Inc., in Los Angeles for a year now. His work is concerned with developing control systems for earth-working equipment.

1944

*Comdr. Albert B. Furer*, MS, AE, writes from Brunswick, Georgia, where he has command of the U.S. Naval Air Station Glynnco. This has been a base for blimps since 1943, but recently became the new home of the Navy's CIC school (Combat Information Center), and is growing rapidly, Al says. The Furers live in quarters on the station with their two daughters—Susan, 10, and Pamela, 5.

*Douglas G. Dethlefsen* is now on the administrative staff of the Ramo-Woolridge Corporation in Los Angeles. Doug had formerly worked at the Stanford Research Institute.

*Alan Andrew*, MS, PhD '49, is now head of technical services for Atomics International, a division of North American Aviation, Inc., in Canoga Park. Al has been with the company since 1950.

*Frederick T. Sadler* is now a patent examiner in the U. S. Patent Office in Washington, D.C. He was formerly a mechanical engineer with the Civil Service.

1945

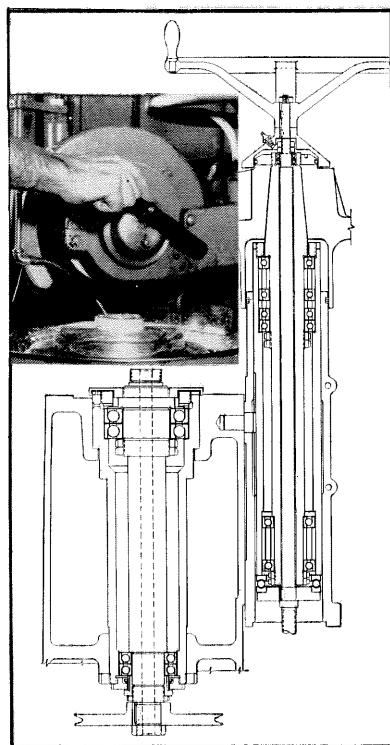
*Billy F. Burke* is celebrating his 10th year with the Carter Oil Company in Tulsa, Oklahoma, where he is senior engineer. The Burkes have a daughter, Brenda Lee, 3½ years old.

*Ralph D. Winter* is now employed by the Presbyterian Board of Foreign Missions and will be working in Guatemala with Indians of Mayan stock.

*Alan R. Stearns*, managing partner of A. C. Stearns Company, manufacturers' representatives in Glendale, writes that he is married, has a daughter and a son, and lives in the Hastings Ranch section of Pasadena. Alan's company specializes in aircraft and electronic components.

1946

*Eberhardt Rechin*, PhD '50, is now chief of the electronics research section at the Jet Propulsion Laboratory in Pasadena. He's working with *C. R. Gates*, PhD '51, *Henry Richter*, '52 PhD '56, *R. J. Parks*, '44, *W. F. Sampson* '51, and *C. I. Cummings* '44, the division chief, on ex-



## How a precision grinder holds its precision—for years

In pre-loading super-precision ball bearings, a precision surface grinder is used for close-tolerance grinding of bearing ring faces (see photo). In the grinder diagrammed here, moving parts are mounted on Fafnir ball bearings to assure the absolute rigidity essential for this exacting work.

All bearings indicated, except the thrust bearings at the bottom of the column supporting the wheelhead arm, are Fafnir pre-loaded, super-precision types. The oscillating wheelhead is similarly mounted. Original bearings in column and workhead have been in operation and have maintained their precision for over 15 years.

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An interesting aspect of an engineering career with Fafnir is the opportunity for first-hand observation of Fafnir products actually on-the-job in Fafnir plants. Fafnir bearings are widely used in equipment necessary for bearing manufacture, including machines such as the precision surface grinder above.

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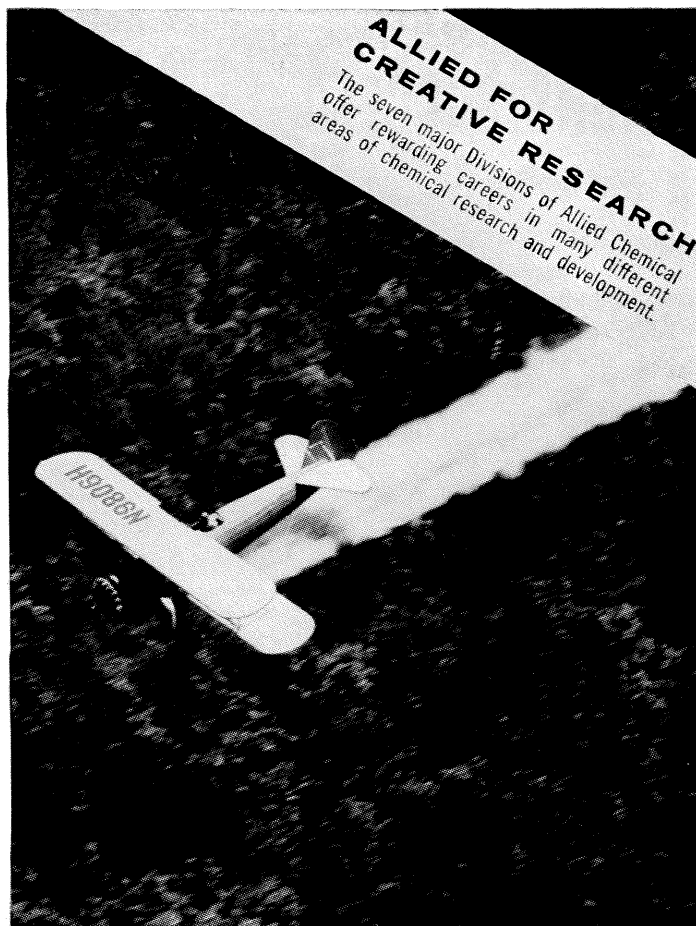
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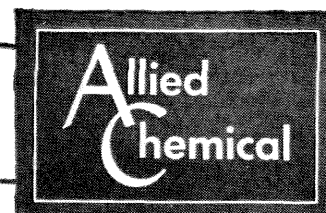
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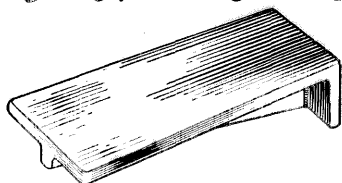
# WHY CERTAIN DESIGNS SUCCEED

*an idea to help  
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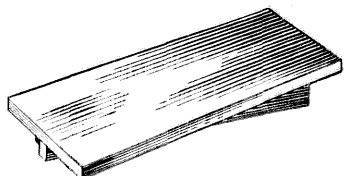
**S**UCCESSFUL designers state that costs are the most important factor in the success of any product development today. Manufacturers recognize this and, as a result, seek out the engineers who are cost minded.

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## Personals . . . CONTINUED

trema-range missiles. Eberhardt has been married 5 years to the former Dorothy Denebrink who graduated from Scripps in 1951 and they have three daughters.

### 1947

**Andrew W. McCourt**, MS, project manager in the engineering department of the Westinghouse Air Arm Division in North Linthicum, Maryland, received his PhD from the University of Pittsburgh last June. Andy has been with the company since 1947. The McCourts have three children.

**Joe Rosener, Jr.**, is now division manager of the controls division of the G. M. Giannini Co. in Los Angeles. The Roseners and their two children, Lynn and Doug, live in Pasadena.

### 1948

**John J. Attias**, MS '49, has been working for the Ramo-Wooldridge Corporation since January, 1955, and has recently moved from Pasadena to the Westchester area in Los Angeles. The Attias family now includes two sons—Christopher, 2½ and Thomas, 1.

**Joseph W. Wechsler**, MS '49, AE '50, is an engineer in the aeronautics department of the RAND Corporation in Santa Monica, where he has been working since he left Caltech. The Wechslers live in Los Angeles and have two children—Ruth Nancy, who will be 4 next March (and who answers to "Cookie" or any Mousketeer name)—and Philip Stuart 1, (who seems to be content with the name he has).

### 1949

**Comdr. O. Scott Dwire**, after three years in the Bureau of Ordnance in Washington, D.C., is now commanding the U.S.S. Wilkinson DL-5, based at San Diego. The Dwires have three daughters—Janet, 10, Susan, 4, and Betty, 1,—and are living in Somis, California, near Oxnard.

**John M. Andres**, MS '50, will be married to Anne MacLeod on December 29 in Riverside, California. John is a member of the technical staff of the Ramo-Wooldridge Corporation in Los Angeles.

**Gene D. Six**, mathematics instructor at Pasadena High School and also instructor for the extended day division of Pasadena City College, received his MS in education from the Claremont Graduate School last June. The Sixes live in Pasadena and have a son, Brian David.

**Hardy C. Martel**, assistant professor of electrical engineering here at Caltech, announced the arrival of a daughter last month. The Martels already have a son, Jeffrey, 1½.

**Fred D. Ordway, Jr.**, PhD, was appointed director of the Portland Cement Association Fellowship at the Bureau of

Standards in Washington, D.C., last July. The fellowship's staff is engaged in basic research on the constitution and properties of Portland cement. Fred has been with Portland since 1948.

**Murray S. Bornstein**, MS, who has been in the Army since September, 1954, is now a specialist second class in France, where he is assigned to the 541st Engineer Detachment.

**James D. Young** was appointed assistant professor of English at Georgia Tech this fall. Jim was formerly at Rice Institute in Houston, Texas, as an instructor in English.

### 1950

**Michel Gossot** sends news of his activities from France: "I am a naval constructor in the French Navy and have been stationed in Brest in French Brittany, for the past four years. The city was entirely wiped off the surface of the earth in 1944 but has been rebuilt and is far better than before the war. It would be a fine place to live in if it was not for the climate—constant temperature, constant rain and constant wind.

"My wife, Genevieve, and I have two children—a son, Dominique, and a daughter, Anne, two months old.

"I spent the entire month of September in the States. I was very sad not to be able to go to California but I was busy in Washington, D.C. and Charleston, S.C., and had no opportunity for traveling.

"We say in France that happy people have nothing to tell. So this is all about me and my family."

**Bain Dayman, Jr.**, MS '51, AE '53, was married last July to Evelyn Mills Waggener of South Pasadena at Oneonta Congregational Church. Bain is a research engineer on the wind tunnel staff at JPL.

**Dr. Peter T. Knoepfler** is doing a residency in psychiatry at the Bronx Municipal Hospital in New York after having graduated from Cornell Medical College.

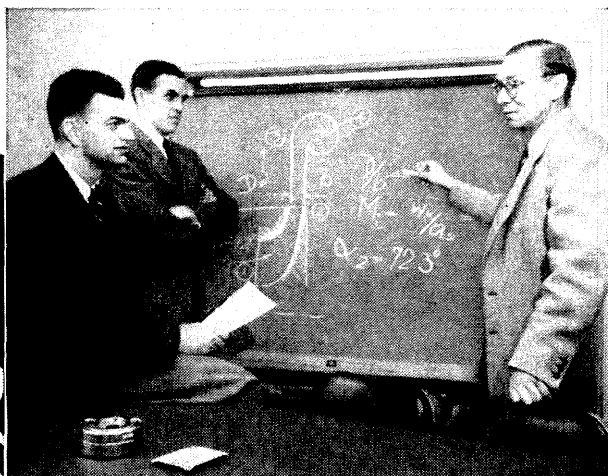
**Palmer E. Hakala**, MS, is now in the guided missile research division of the Ramo-Wooldridge Corporation in Los Angeles.

### 1952

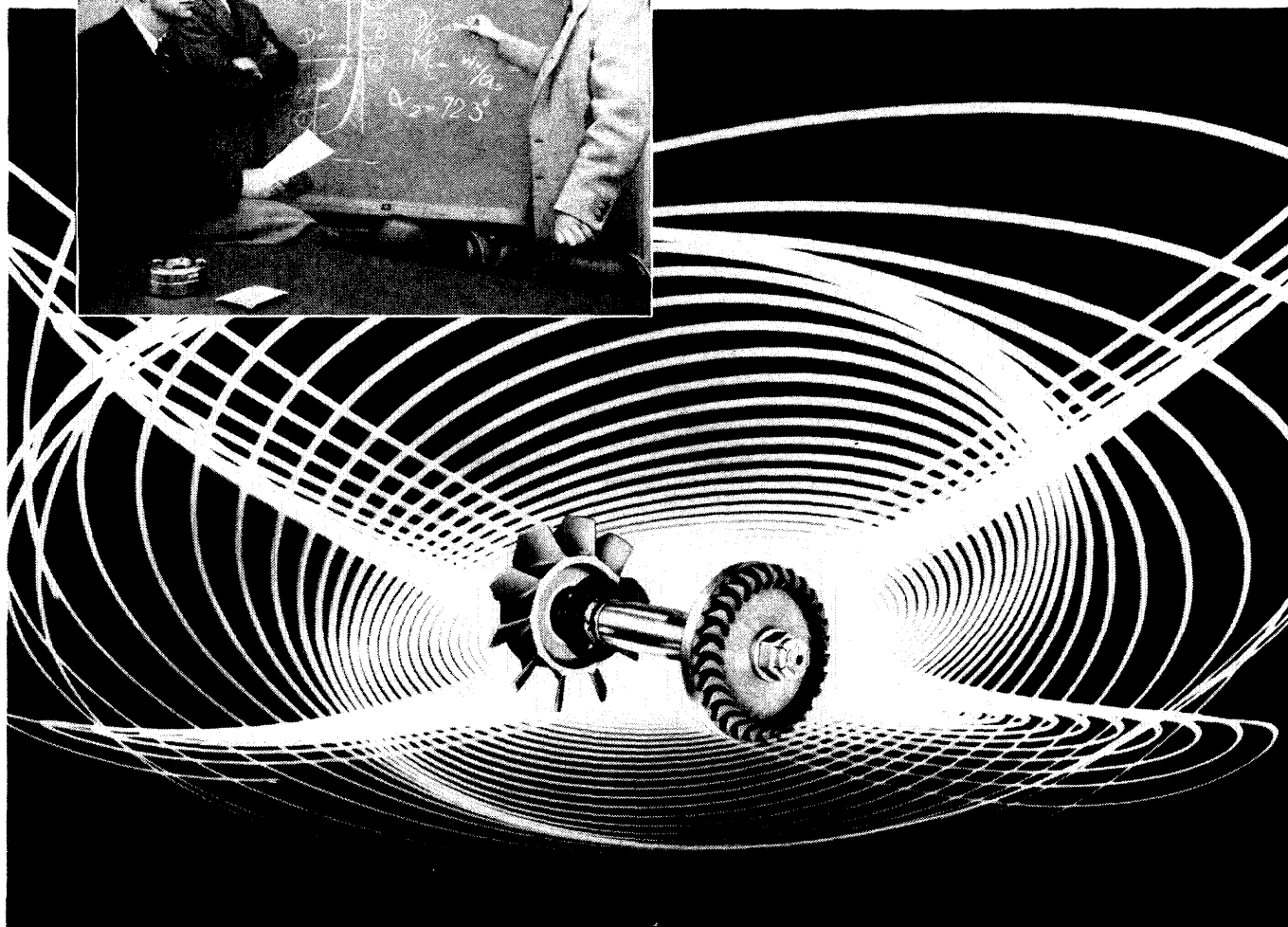
**Ernst Gehrells**, a graduate student in Stanford University's Radio Propagation Laboratory, is now in Punta Arenas, Chile, at the southern tip of South America, where he is installing and operating the receiving equipment of a new radio listening post. The Stanford project was set up to attempt to learn more about conditions in outer space and to obtain a better estimate of the amount of matter in space.

**Gordon E. Zima**, MS, PhD '56, is research engineer for the International

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Nickel Company in Bayonne, New Jersey.

#### 1953

*Carl A. Anderson, Jr.*, was married to Lillian Johnson in Santa Maria on October 7. *Donald Moore*, '50, was his best man. Carl is an analytical chemist in the control lab of the Stauffer Chemical Company in Vernon, California. The Andersons are living in Norwalk.

#### 1954

*Comdr. Chester W. Gates, Jr.*, AE '54, was killed on July 10 in a jet plane crash while on active duty with the Navy. He was serving at the time as commanding officer of Attack Squadron VA-86 at Oceana, Virginia.

*Don E. Rogers*, a member of the technical staff of the Ramo-Wooldridge Corp. in Los Angeles, will begin a two-year stint at the second semester, as assistant professor of aeronautical engineering, on half time, at the University of Michigan.

#### 1955

*John I. Lauritzen Jr.*, PhD, is now on the staff of the newly organized Dielectrics Section of the National Bureau of Standards in Washington, D.C. John has work-

ed at the Bureau every summer from 1947 to 1950.

*Mervyn L. Barman* is now working in the Control Systems Division of the Ramo-Wooldridge Corporation. He was formerly with the National Bureau of Standards, where he conducted studies in solid state physics. Mervyn lives in Los Angeles.

*Bruce J. Rogers*, PhD, is now assistant professor in plant physiology at Purdue University, where he is doing research on the effect of various chemicals in producing chlorosis in plants.

*Vincenzo M. Cestari*, BS, MS, reports that last summer, after he left Computer Engineering Associates, he and his wife took a two-month trip to Italy to see his parents and relatives. After his return he went to work as an associate engineer in the development engineering department of Consolidated Electrodynamics Corporation in Pasadena.

*F. Blake Wallace* announced the arrival of a son, Bruce Edward, on November 10. Blake is an experimental test engineer with the Pratt & Whitney Aircraft Corporation in Rockville, Connecticut.

#### 1956

*Eugene Epstein*, now an astronomer at Harvard College Observatory in Cambridge, Massachusetts, reports as follows: "Foremost news is the marriage of *Harold Mark Goldenberg* to Tracy Haussman on October 21 in Boston. Several Tech men were in attendance at the wedding. Mark is working for his PhD in physics here."

"The large number of Tech graduates here makes for frequent impromptu sessions of reminiscence and exchange of news from back home—and we're all wondering if Caltech is becoming a football school. Among those seen around are *Will Richards*, '54, *Gary S. Gayron*, '55, *Big Jim Pinkerton*, '54, *Fred Anson*, '54, *Jerry Mitchell*, '54, *Tom Bergeman*, *Kyle Bayes*, *Ted Johnson*, *John Young* and *John Myers*, all '56 and *Jerry Dudek*, '54.

"Lest my friends fear that the New England weather has curtailed my shot-putting activities, I should like to report that my efforts in the indoor track area have been improving steadily and that I have vowed to clear 50 feet by the time I get my PhD."

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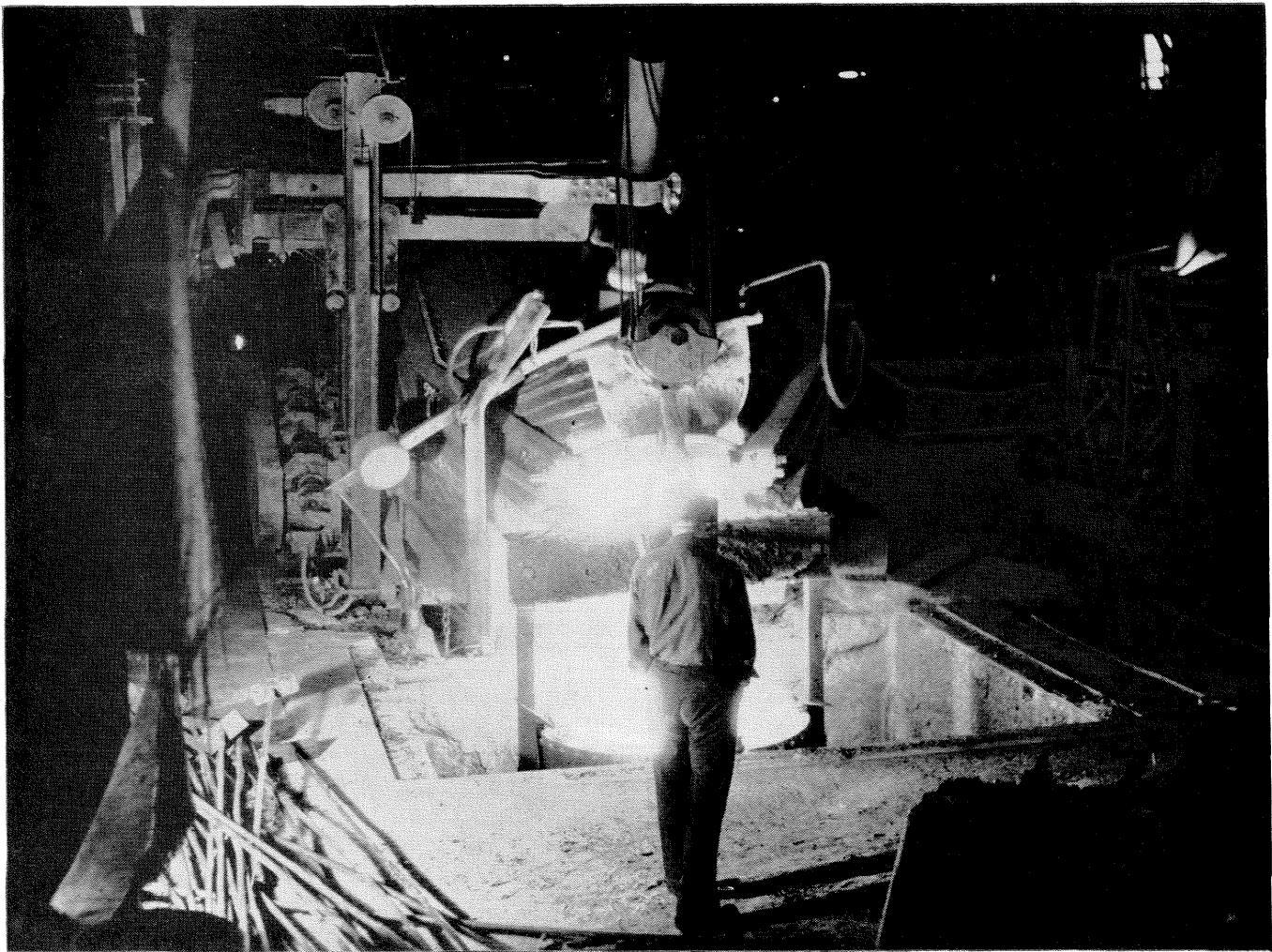
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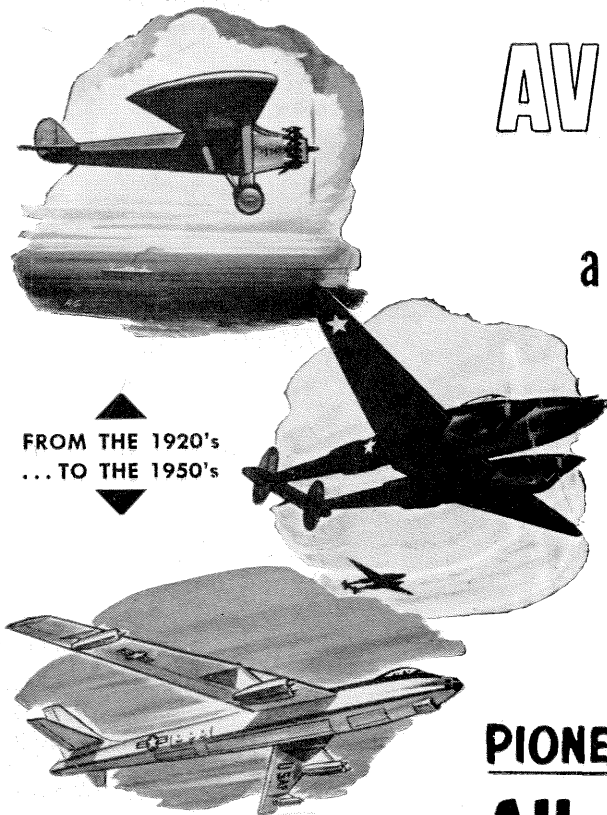


# AVIATION

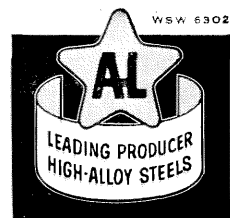
owes this veteran furnace  
a deep bow

*From this very furnace* (and its fellows) came the special heat-resistant steels for aircraft engine exhaust valves that first let men fly an ocean: Lindbergh, Chamberlain, Byrd. From it and its successors in various A-L mills came the high-temperature alloys that made possible the first aircraft superchargers . . . and later, the first ventures into jet and rocket-propelled flight. ● In your future business life, whenever *you* have a problem of resisting heat, corrosion, wear, or great stress—or of satisfying special electrical requirements—remember to see us about it, won't you? *Allegheny Ludlum Steel Corporation, Oliver Building, Pittsburgh 22, Pa.*

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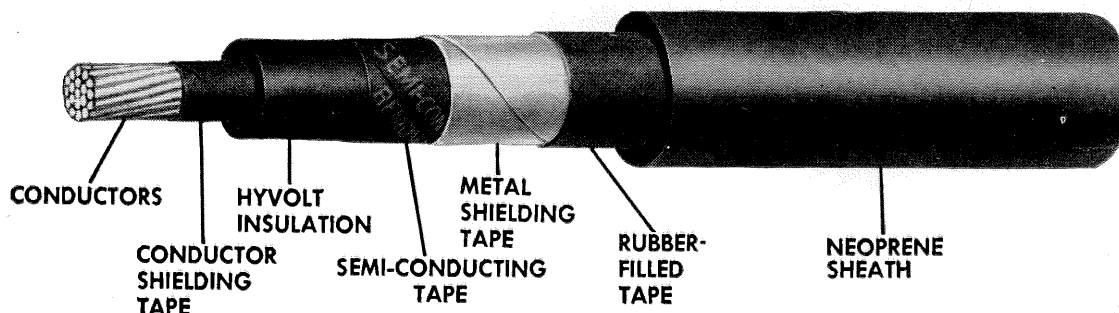


**PIONEERING** on the Horizons of Steel  
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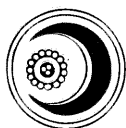
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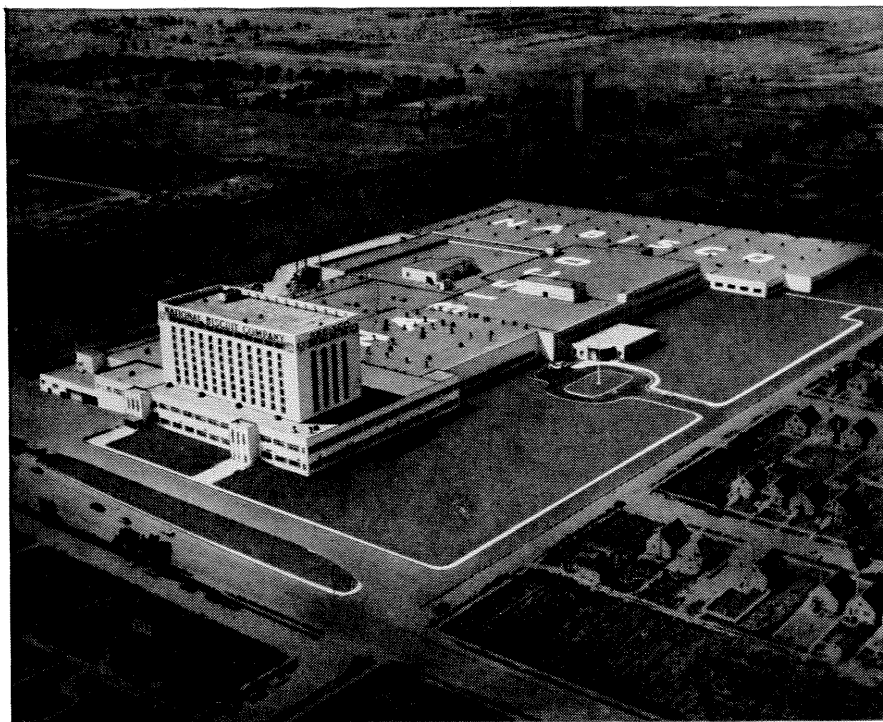
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When a B&W boiler is chosen, long-range performance is assured. And isn't that what the buyer really wants? Not the boiler but its end product, the steam, and the assurance of an efficient, dependable, economical steam source. The



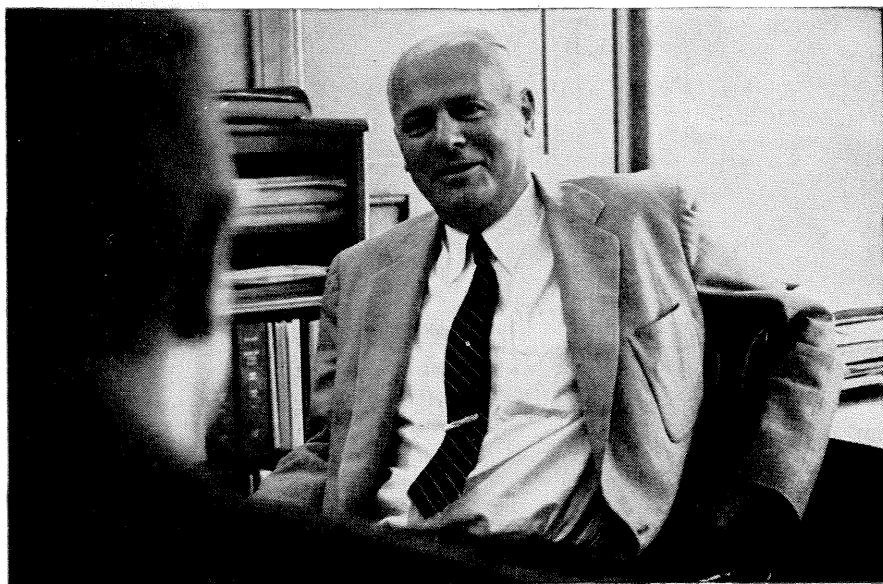
service records of thousands of B&W boilers, in thousands of large, small and medium sized industrial and utility plants, supply that assurance.

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N-213

# CAREERS WITH BECHTEL



JAMES F. DEL CURO, *Mechanical Engineer, Power Division*

## MECHANICAL ENGINEERING

*One of a series of interviews in which  
Bechtel Corporation executives discuss  
career opportunities for college men.*

**QUESTION:** *As I understand it, Mr. Del Curo, the Power Division is concerned with the engineering phases of steam-electric generating plants?*

**DEL CURO:** That's true. Our own department is specifically concerned with the mechanical engineering phases of such plants.

**QUESTION:** *When the engineering graduate joins your department are his starting duties standard?*

**DEL CURO:** Yes. The routines are pretty well defined. We know a man learns best by actual doing, so he is put to work immediately on heat balances, line size calculations, specifications, miscellaneous and minor auxiliary equipment, instrument data sheets and information for plant data books.

**QUESTION:** *In other words, you sort of throw the man in and he has to learn to swim by himself?*

**DEL CURO:** No. He has plenty of help. He works under the direct supervision of a job engineer or the mechanical group supervisor.

**QUESTION:** *How long does this training phase last?*

**DEL CURO:** That will vary with the man, since aptitudes and desires to learn are

different. The average is somewhere between a year and eighteen months.

**QUESTION:** *During this period he will gradually advance to more complicated equipment?*

**DEL CURO:** Yes. For example, after a while he will be doing original work on heat balances and system studies. He will be able to take an entire "piece" of a project and handle it on his own responsibility. He will become involved with bigger equipment and with the overall aspects of the power plant. Somewhere along the line he will likely be assigned to try his hand at piping materials, piping specifications and combined control specifications.

**QUESTION:** *What about the man who wants to specialize?*

**DEL CURO:** If, for example, a man shows a particular interest in steam turbines, instrumentation or control, and demonstrates a special aptitude for one of them, he will often be called on to work on that specialty, without being confined to it exclusively. Thus we encourage specialization, even during the training period, but also make sure that the young man gets overall experience through work in all phases of mechanical engineering.

**QUESTION:** *What about field experience?*

**DEL CURO:** That is, of course, highly desirable from his standpoint and ours. We make every effort to assign the young engineer to field work as soon as possible.

**QUESTION:** *What will he do in the field?*

**DEL CURO:** When we are building a power plant we try to get the young engineer on the job five or six months before the scheduled start up of the plant. He will actually help the chief start up engineer by writing up procedures, planning the hydraulic washing to steam lines, working on the start up of each piece of the equipment, checking out controls, etc.

He will also handle paper work such as filling out the data sheets that are later turned over to the plant operators to aid them in running the plant. By the time the turbine is rolled and the job ends, the young engineer has been able to see the end result of all the engineering work he and others have done back in the office.

**QUESTION:** *Are there any other types of field assignments?*

**DEL CURO:** If the young engineer desires such experience, he is sometimes used in the construction department if that group is short-handed.

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# LOST ALUMNI

The Institute has no record of the present addresses of the men whose names appear in the list below. If you find your own name here—or that of someone you know—please drop a card, giving the current address, to the Alumni Office, California Institute of Technology, 1201 East California Street, Pasadena 4.

**1906**  
Norton, Frank E.

**1911**  
Lewis, Stanley M.

**1917**  
Poole, Fred L.

**1921**  
Wulff, Robert G.

**1922**  
Beman, Willard J.  
Garfield, Arthur J.  
Taylor, William T.

**1923**  
Skinner, Richmond H.

**1924**  
McKaig, Archibald  
Mercereau, James T.  
Tracy, Willard H.

**1925**  
Aggeler, William F.  
Smith, Dwight O.

**1926**  
Huang, Jen-Chieh  
Huang, Y. H.  
McCarter, Kenneth C.  
Schueler, Alfred E.  
Yang, Kai Jin

**1927**  
Evjen, Haakon M.

**1928**  
Hicks, Hervey C.  
Martin, Francis C.

**1929**  
Nagashi, Mashahiro T.  
Nelson, Julius  
Reed, Albert C.  
Robinson, True W.  
Sandberg, Edward C.

**1930**  
Chao, Chung-Yao  
Douglass, Paul W., Sr.  
Janssen, Philip  
Russell, Lloyd W.  
White, Dudley  
Zahn, O. Franklin, Jr.

**1931**  
Crossman, Edward B.  
Hall, Marvin W.  
Ho, Tseng-Loh  
Voak, Alfred S.

West, William T.  
Woo, Sho-Chow  
Yoshaka, Carl K.

**1932**  
Fraps, A. W.  
Marshall, Donald E.  
Oulton, Thomas D.  
Schroder, L. D.  
Wright, Lowell J.

**1933**  
Applegate, Lindsay M.  
Ayers, John K.  
Downie, Arthur J.  
Hsu, Chuen Chang  
Kitusda, Kaname  
Larsen, William A.  
Lockhart, E. Ray  
Michal, Edwin B.  
Murdock, Keith A.  
Perrine, Charles D., Jr.  
Plank, Dick A.  
Rice, Winston H.  
Shappell, Maple D.  
Smith, Warren H.  
Solomon, Hyman

**1934**  
Becker, Leon  
Core, Edwin J.  
Harshberger, John C.  
Liu, Yun Pu  
Lutes, David W.  
Radford, James C.  
Read, John  
Vosseller, A. B.

**1935**  
Ehrenberg, Gustave, Jr.  
Gelzer, John R.  
Huang, Fun-Chang  
Obatake, Taneimi

**1936**  
Barnes, Sydney U.  
Bassett, Harold H.  
Chu, Djen-Yuen  
Creal, Albert  
Kelch, Maxwell  
Kurihara, Hisayuki  
Nichols, Robert M.  
Obashi, George Y.  
Onaka, Takeji  
Rector, Eugene M.  
Weber, Bruce T.

**1937**  
Burnight, Thomas R.  
Davis, Roderic C.  
Easton, Anthony  
Jones, Paul F.  
Lotzkar, Harry  
Maginnis, Jack

Munier, Alfred E.  
Nojima, Noble  
Park, Noel R.  
Penn, William L., Jr.  
Rechif, Frank A.  
Servet, Abdurrahim  
Shaw, Thomas N.  
Tsubota, George Y.  
Yin, Hun Chang

**1938**  
Gershzohn, Morris  
Goodman, Hyman D.  
Kanemitsu, Sunao  
Lowe, Frank C.  
Ofsthun, Sidney A.  
Okun, Daniel A.  
Stone, William S.  
Tilker, Paul O.  
Tsao, Chi-Cheng  
Van Horn, James W.  
Velazquez, Jose L.  
Watson, James W.  
Wong, Tsun-Kuei

**1939**  
Asakawa, George  
Brown, William L.  
Burns, Martin C.  
Easton, R. Loyal  
Fan, Hsu Tsi  
Jackson, Andrew M., Jr.  
Jones, Winthrop G.  
Kyte, Robert M.  
Liang, Carr Chia-Chung  
Matthew, Tyler R.  
Neal, Wilson H.  
Robertson, Francis A.  
Tatom, John F.  
Tsien, Hsue-Shen

**1940**  
Batu, Buhtar  
Green, William J.  
Hsu, Chang-Pen  
Menis, Luigi  
Nagle, Darragh E.  
Paul, Ralph G.  
Payne, Charles M.  
Tajima, Yuji A.  
Tao, Shih Che  
Ustel, Sabih A.  
Wang, Tsung-Su

**1941**  
Blake, Charles L.  
Bruce, Sydney C.  
Clark, Morris R.  
Damberg, Carl F.  
Dieter, Darrell W.  
Easley, Samuel J.  
Farquhar, John P.  
Feeley, John M.  
Geitz, Robert C.  
Green, Jerome

Frank-Jones, Glyn  
Jones, John W.  
Kuo, I. Cheng  
Robinson, Frederick G.  
Standridge, Clyde T.  
Stephenson, William B.  
Taylor, D. Francis  
Tiemann, Cordes F.  
Tyra, Thomas D.  
Waigand, LeRoy G.  
Whitfield, Hervey H.  
Yui, En-Ying

**1942**  
Bebe, Mehmet F.  
Bergh, Paul S.  
Carr, Earle A.  
Chastain, Alexander  
Hughes, Vernon W.  
Levin, Daniel  
MacKenzie, Robert E.  
Martinez, Victor H.  
Sternberg, Joseph

**1943**  
Angel, Edgar P.  
Bethel, Horace L.  
Bryant, Eschol A.  
Burlington, William J.  
Carlson, Arthur V.  
Daniels, Glenn E.  
Enikeieff, Oleg C.  
Hamilton, William M.  
Hewson, Lawrence  
Hillyard, Ray L.  
Hilsenrod, Arthur  
King, Edward G.  
Koch, Robert H.  
Kong, Robert W.  
Lee, Edwin S., Jr.  
Leeds, William L.  
Lobban, William A.  
Lundquist, Roland E.  
Mampell, Klaus  
McNeil, Raymond F.  
Mixsell, Joseph W.  
Mowery, Irl H., Jr.  
Nesley, William L.  
Neuschwander, Leo Z.  
Newton, Everett C.  
O'Brien, Robert E.  
Patterson, Charles M.  
Pearson, John E.  
Rambo, Lewis  
Rivers, Nairn E.  
Roberts, Fred B.  
Rupert, James W., Jr.  
Scholz, Dan R.  
Shannon, Leslie A.  
Tindle, Albert W., Jr.  
Vicente, Ernesto  
Walsh, Joseph R.  
Washburn, Courtland L.  
Weis, William T.  
Wood, Stanley G.  
Yung, Chiang H.

**1944**  
Alpan, Rasit H.  
Andrew, Alan H.  
Barriga, Francisco D.  
Bell, William E.  
Benjamin, Donald G.  
Berkant, Mehmet N.  
Birlik, Ertugul  
Burch, Joseph E.  
Burke, William G.  
De Medeiros, Carlos A.  
Dodge, Willard A.  
Freeman, James R., Jr.  
Fu, Ch'eng Yi Fu  
Harrison, Charles P.  
Hu, Ning  
Johnson, William M.  
Kern, Jack C., Jr.  
Labanouskos, Paul J.  
Leenerts, Lester O.  
Marshall, John W.  
Rempel, John R.  
Shults, Mayo G.  
Stanford, Harry W.  
Stein, Roberto L.  
Sullivan, Richard B.  
Sunalp, Halit  
Taylor, Garland S.  
Trimble, William M.  
Unayral, Nustafa A.  
Wood, George M.  
Writt, John J.  
Yik, George.

**1945**  
Anderson, Kenneth G.  
Carter, Truland H.  
Gibson, Charles E.  
Knox, Robert V.  
Jenkins, Robert P.  
Kuo, Yung-Huai  
Leydon, John K.  
Mendelson, Burton G.  
Pooler, Louis G.  
Rodgers, Bertram J., Jr.  
Romney, Carl F.  
Tatlock, William S.  
Taylor, Robert W.  
Werme, John V.

**1946**  
Barber, John H.  
Burger, Glenn W.  
Childers, Kenen C., Jr.  
Conrad, Robert H.  
Dethier, Bernard  
Dyson, Jerome P.  
Esner, David R.  
Hayne, Benjamin S., III  
Hoffman, Charles C.  
Lang, Serge  
Lewis, Frederick W.  
Lowery, Bryon O.  
Lowery, Robert H.  
MacDonald, Norman J.

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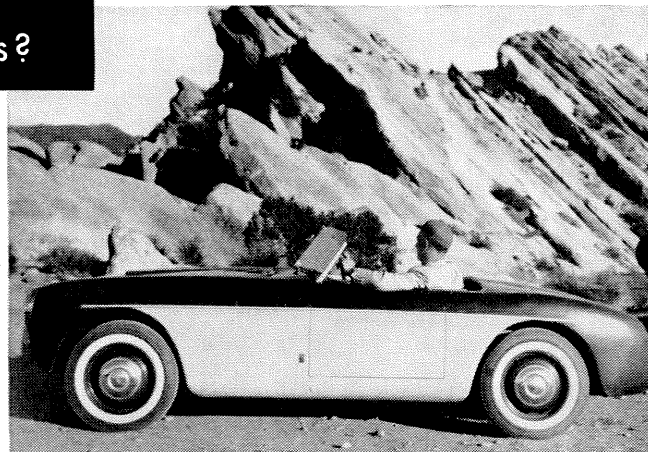
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Maxwell, Frederick W.  
Miller, Jack N.  
O'Meara, Donald J.  
Prasad, K. V. Krishna  
Simmons, George F.  
Smith, Harvey F.  
Stone, Dean P.  
Tung, Yu-Sin  
Uberoi, Mahinder S.  
Weldon, Thomas F.  
Weitzenfeld, Daniel K.  
Williams, Ralph C.  
Yaun, Chen Ke

### 1947

Atencio, Adolfo J.  
Dagnall, Brian D.  
Hsu, Chi-Nan  
Hsueh, Chi-Hsun  
Huang, Ea-Qua  
Kamath, Mundkur V.  
Leo, Fiorello R.  
MacAlister, Robert S.  
McClellan, Thomas R.  
Molloy, Michael K.  
Monoukian, John  
Moore, Charles K.  
Moorehead, Basil E. A.  
Nelson, Conrad N.  
Rosell, Fred E., Jr.  
Sanders, Lewis B.  
Sappington, Merrill H.  
Shackford, Robert W.  
Swatta, Frank A.  
Vanden Heuvel, George R.  
Veale, Joseph E.  
Wan, Pao Kung

Wimberly, Clifford M.  
Wellman, Alonzo H., Jr.  
Ying, Lai-Chao

### 1948

Agnew, Haddon W.  
Bingham, Andrew T.  
Blue, Douglas K.  
Browne, Charles L., Jr.  
Bunce, James A.  
Collins, Burgess F.  
Crawford, William D.  
Eldin, Hamed K.  
Holser, Alexander F.  
Hsiao, Chien  
Hsieh, Chia Lin  
Mason, Herman A.  
McCollam, Albert E.  
Morehouse, Gilbert G.  
Oliver, Edward D.  
Rhynard, Wayne E.  
Stewart, Robert S.  
Swain, John S.  
Swank, Robert K.  
Talmadge, Richard B.  
Walters, James W., Jr.  
White, Harvey J.  
Wilford, David B.  
Winniford, Robert S.  
Yanak, Joseph D.

### 1949

Barker, Edwin F., Jr.  
Baumann, Laurence I.  
Blazina, Thomas D.  
Chandler, Ralph S.  
Clancy, Albert H., Jr.

Clendening, Herbert C.  
Craighead, Emery M.  
Denton, Jesse C.  
Foster, Francis C.  
Hrebec, George W.  
Krasin, Fred E.  
Kuchar, Charles E.  
Lowrey, Richard O.  
MacKinnon, Neil A.  
Matteson, Robert C.  
McElligott, Richard H.  
Pace, Stanley C.  
Petty, Charles C.  
Pons, Robert L.  
Ringness, William M.  
Rudin, Marvin B.  
Smith, Vernon L.  
Weiss, Mitchell  
Yu, Sien-Chiue

### 1950

Bryan, William C.  
Hottenroth, James H.  
Li, Chung Hsien  
McDaniel, Edward F.  
McLaughlin, Jack E.  
McMillan, Robert  
Monroe, Alfred J.  
Nelson, Robert C.  
Oakes, Gibson  
Pao, Wen Kwe  
Roberts, Morton S.  
Roddick, James A.  
Scherer, Lee R., Jr.  
Schmidt, Howard R.  
Schneider, William P.  
Shen, San Chiun

Spevak, Ezra  
Sullivan, John H.  
Vivian, James A.  
Ycas, Martynas F.

### 1951

Arosemena, Ricardo M.  
Brewer, Richard G.  
Carter, Cecil V.  
Dankworth, E. G., Jr.  
Davison, Walter F.  
Denton, James Q.  
Lafdjian, Jacob P.  
Li, Cheng-Wu  
McConnell, Harden M.  
Norris, James C., Jr.  
O'Connell, Robert F.  
Ostrander, Max H.  
Price, Peter  
Ragon, Rex B.  
Reynolds, H. Kendall  
Struble, Arthur D., Jr.  
Summers, Allan J.  
Yoler, Yusuf A.

### 1952

Abbott, John R.  
Arcoulis, Elias G.  
Beyer, David D.  
Bucy, Smith V.  
Guess, Arnold W.  
Loftus, Joseph F.  
Long, Ralph F.  
Lunday, Adrian C.  
Moore, Randolph  
Munson, Henry G.  
O'Brien, Joseph

Price, Edgar P.  
Pruett, Jeter A.  
Schaufele, Roger D.  
Shelly, Thomas L.  
Verdier, Peter  
Wiberg, Edgar

### 1953

Clark, David J.  
Fazio, Patrick J.  
Mishaan, Alberto  
Morishita, Naoji  
Rankin, Fred W., Jr.  
Slodowski, Thomas R.  
Vidal, Jean L.  
Wood, Robert H.

### 1954

Gutierrez, Reinaldo V.  
McGregor, James L.  
Morgan, Bruce H.  
Quiel, Norwald R.  
Sato, Takeshi

### 1955

Barrios, Alfred A.  
Hsieh, Hsung-Cheng  
Johnson, Walter A.  
Orr, Jerry A.  
Paul, Roy W.  
Shumate, Paul (Farley)

### 1956

Lansingh, John K.

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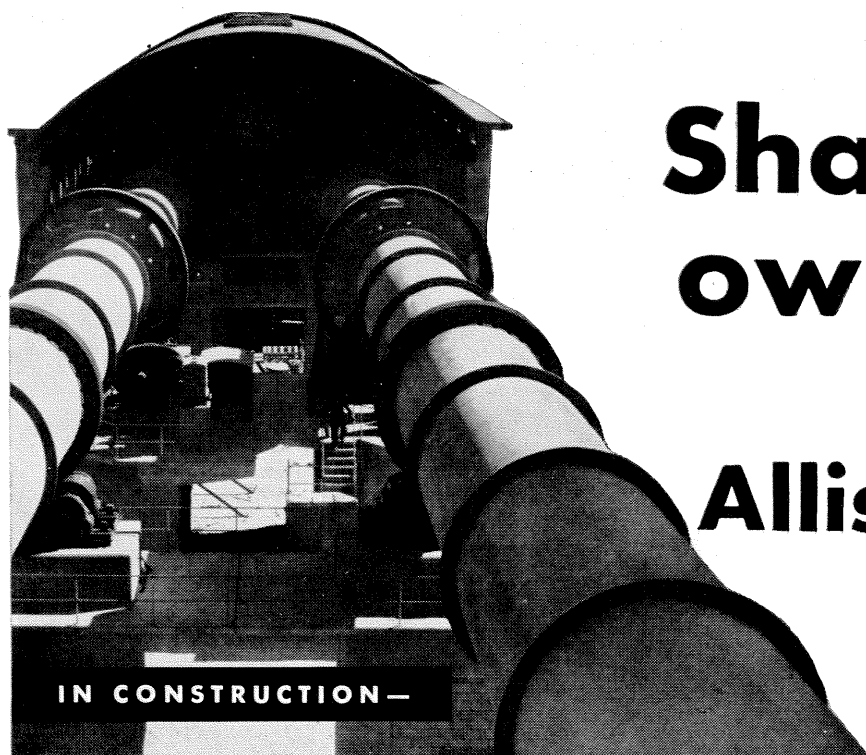
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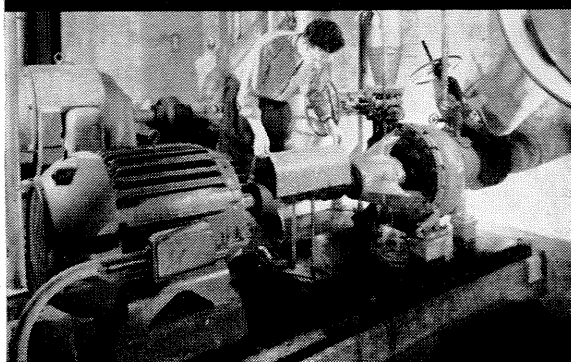
RALPH B. ATKINSON '30—7070 Santa Monica Blvd., Hollywood 38, Calif.



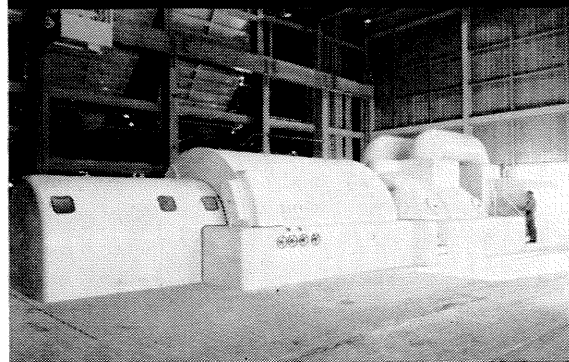


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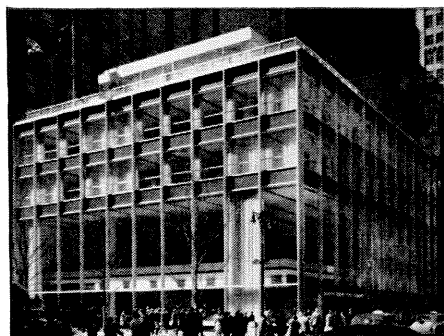
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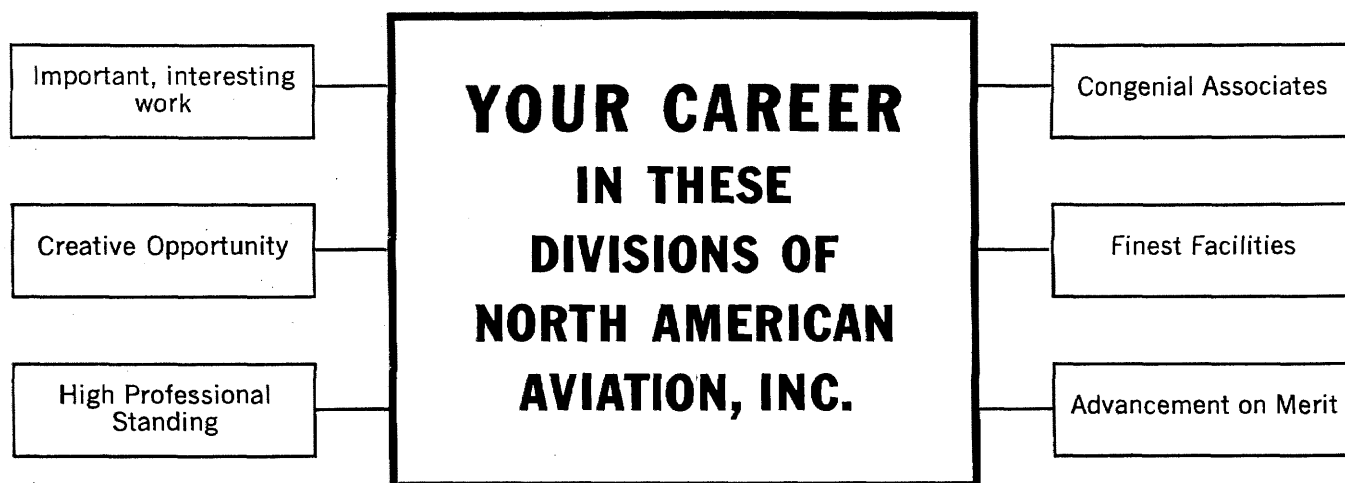


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Environmental Test Engineers  
Instrumentation Engineers  
Fire Control Systems Engineers  
Flight Control Systems Engineers  
Civil Engineers  
Design & Development Engineers  
Test Engineers

Equipment Design Engineers  
Engine Systems Engineers  
Reliability Engineers  
Standards Engineers  
Hydraulic, Pneumatic & Servo Engineers  
Mechanical, Structural & Electrical Designers  
Wind Tunnel Model Designers & Builders  
Physicists  
Chemists  
Metallurgists  
Ceramicists  
Computer Application Engineers  
Automatic Controls Engineers  
Inertial Instrument Development Engineers  
Preliminary Analysis & Design Engineers  
Systems Engineers  
Armament Engineers  
Servomechanism Engineers

Weight Control Engineers  
Aero-Thermodynamicists  
Aeroelasticity Engineers  
Mechanical Engineers  
Structures Engineers  
Controls Engineers  
Rubber Compounding Engineers  
Computer Specialists  
Electro-Mechanical Designers  
Electronic Component Evaluators  
Electronics Research Specialists  
Computer Programmers  
Electronic Engineering Writers  
Mathematicians  
Electronics Technicians  
Specifications Engineers  
Engineering Drawing Checkers  
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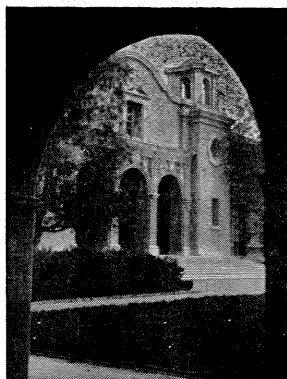
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DECEMBER, 1956







# CALTECH CALENDAR

## ALUMNI EVENTS

|            |                       |
|------------|-----------------------|
| January 17 | Winter Dinner Meeting |
| February 9 | Dinner Dance          |
| April 6    | Alumni Seminar        |
| June 5     | Annual Meeting        |
| June 29    | Annual Picnic         |

## ATHLETIC SCHEDULE

### Basketball

|            |                          |
|------------|--------------------------|
| January 5  | Caltech at Cal Poly (SD) |
| January 11 | Chapman at Caltech       |
| January 15 | Caltech at Occidental    |
| January 8  | Caltech at Pomona        |

## FRIDAY EVENING DEMONSTRATION LECTURES

|                                  |                         |
|----------------------------------|-------------------------|
| December 14                      |                         |
| Coral Reefs: Present and Ancient | by Dr. Heinz Lowenstam  |
| January 4                        |                         |
| The Shakespeare Problem          | by Dr. Hallett D. Smith |

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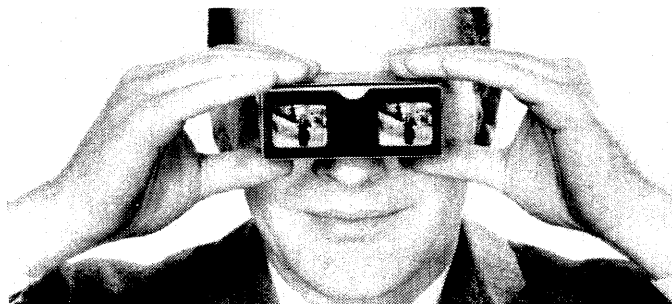
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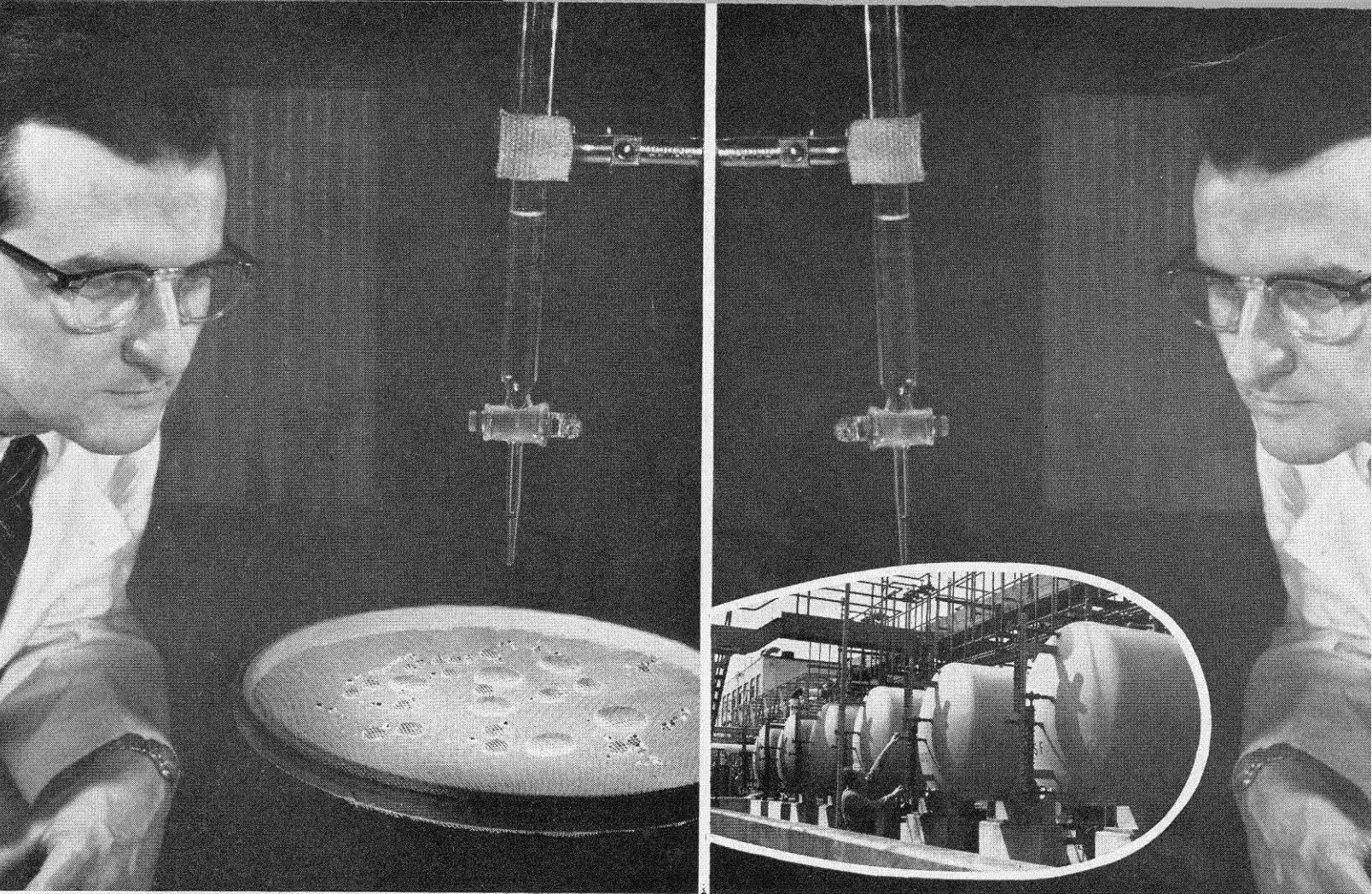
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